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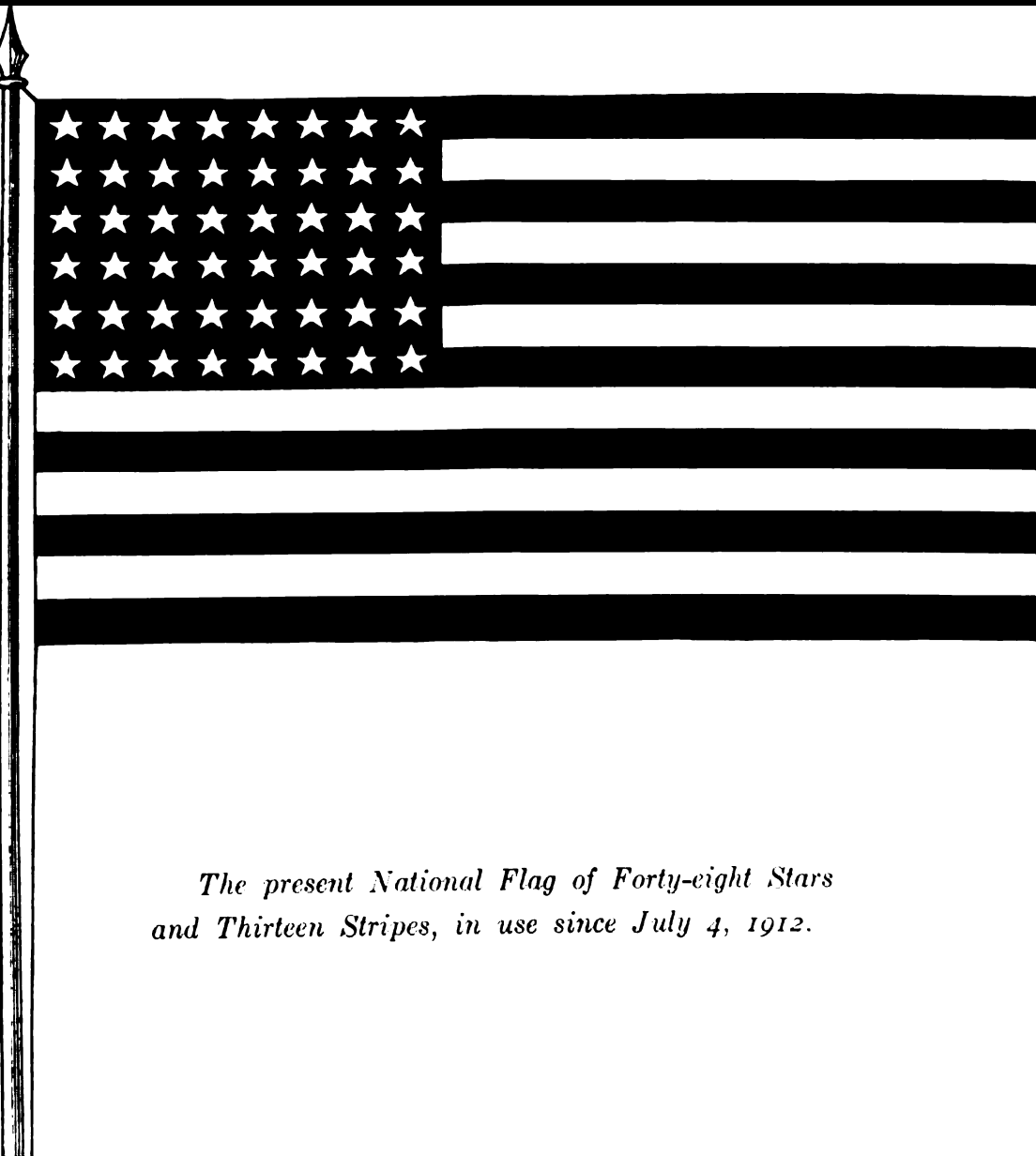
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*The present National Flag of Forty-eight Stars  
and Thirteen Stripes, in use since July 4, 1912.*

# *The Stars and Stripes and Other American Flags*

Peleg Dennis Harrison



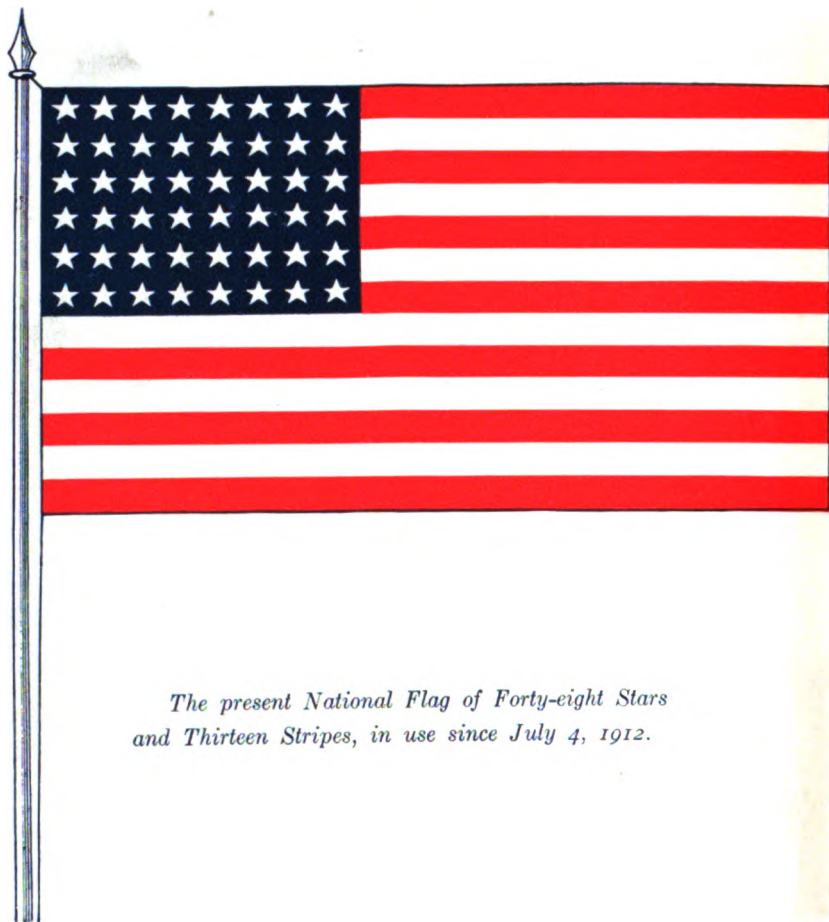






# JOHN OF CALIFORNIA

THE UNITED  
STATES OF AMERICA



*The present National Flag of Forty-eight Stars  
and Thirteen Stripes, in use since July 4, 1912.*

THE  
STARS AND STRIPES

AND  
OTHER AMERICAN FLAGS

INCLUDING THEIR ORIGIN AND HISTORY, ARMY AND NAVY REGULATIONS CONCERNING THE NATIONAL STANDARD AND ENSIGN, FLAG MAKING, SALUTES, IMPROVISED, UNIQUE, AND COMBINATION FLAGS, FLAG LEGISLATION, AND MANY ASSOCIATIONS OF AMERICAN FLAGS, INCLUDING THE ORIGIN OF THE NAME "OLD GLORY," WITH SONGS AND THEIR STORIES

BY  
PELEG D. HARRISON

*WITH EIGHT FLAGS ILLUSTRATED IN COLORS*

FIFTH EDITION



BOSTON  
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## **DEDICATION**

*With sincere appreciation of the valuable assistance rendered by former United States Senator William E. Chandler, United States Senators Jacob H. Gallinger and Henry E. Burnham, and Congressman Cyrus A. Sulloway, in obtaining data from the National Government Departments at Washington, D. C., and elsewhere, and to the many others who have contributed to its pages, this book is inscribed.*

**THE AUTHOR.**



## P R E F A C E

SOME years ago the author became interested in the origin and history of the Stars and Stripes and other American flags, incidental to another enterprise, and this interest became so absorbing that he was led to seek further information merely out of personal interest. This information, much of it obtained through extensive correspondence in quest of new material, or for the verification of that already published, where any doubt as to authenticity appeared, finally became so voluminous that friends urged its publication. It was not, however, until he had ascertained that the literature on the subject was very incomplete that it was decided to put it in form for the printer. An effort has been made in this work to make the history as complete as the sources of information permit.

With a few exceptions, the Stars and Stripes is the oldest national standard and ensign in the world. That of Denmark, a red swallow-tailed flag with a white cross, the colors of Savoy, which was adopted in the year 1219, is the oldest European national standard and ensign.

The second in order of age among the nations of Europe is the flag of Switzerland, a red field with a white Greek cross, which was adopted during the seventeenth century. The flag of the Red Cross Association of Geneva interchanges the colors of the Swiss flag.

Peter the Great established the Order of St. Andrew in 1698, and the symbol of the patron saint of the Russians, an X-like cross of blue, has been placed upon a great variety of official flags.

During the greater part of the eighteenth century the Russian naval vessels wore a white, blue, or red flag, the last



named charged with the government cross of St. Andrew in a white canton. Later on a white field bearing a blue St. Andrew's cross became the imperial ensign which is in use to-day. The Russian Union Jack combines the crosses of St. Andrew (blue) and St. George (white) on a red ground. The merchant flag is a tricolor of horizontal divisions, the uppermost white, the central blue, and the lowermost red.

The standard and ensign of Spain, established in 1785, are composed of two narrow horizontal bars of red separated by a wide yellow bar bearing, near the hoist, an escutcheon containing the arms of Castile and Leon, and surmounted by the royal crown. The merchant flag is also red and yellow horizontal bars. The yellow bar in the centre is without the escutcheon, and its width is one-third the entire depth of the flag, the remaining thirds above and below it being divided into two equal stripes, the one red and the other yellow.

The tricolor of France was decreed in 1794 as the national standard, ensign, and merchant flag. It is composed of three vertical bars of equal width, the hoist blue, the centre white, and the fly red.

The standard of Great Britain, a blue field bearing the conjoined crosses of St. George, St. Andrew, and St. Patrick, was established in 1801. In the royal navy three ensigns have been used, a white, a blue, and a red field, each charged with the union next to the masthead. The white ensign, which is quartered with the cross of St. George, has, since 1864, been reserved for the distinguishing flag of the royal navy. Since that time the blue ensign has been worn by vessels of the naval reserve and the red ensign by merchant vessels.

The present national standard, ensign, and merchant flag of the Netherlands, three horizontal bars of equal width, red (uppermost), white, and blue, is identical with the naval flag of Holland, adopted about the year 1650. During the French Revolution at the close of the eighteenth century, this flag had in the upper staff corner a white canton, charged with a figure of Liberty, but since 1806 this device has been omitted.

The national standard, ensign, and merchant flag of Portugal, adopted in 1815, are composed of a field half blue and half white with the royal arms at the centre.

The present national standard and ensign of the United Kingdom of Italy, established in 1861, are composed of three vertical bars of equal width, green next to the staff, white in the centre, and the fly red, the white stripe being charged with the royal arms and crown. The merchant flag is the same, except that it is without the crown.

The ensign of the Empire of Germany, adopted in 1871, is described as "A white field, with a black eagle in the centre of a circle, from which are extended the arms of a black cross, bordered first with a narrow white and then a narrow black stripe. In the upper canton next the staff, formed by the cross, there is a black Maltese cross, edged with white, set in the centre of three horizontal stripes — black, white, red."

The national flag, which is also that of the merchant service, is composed of three horizontal stripes of equal width, black (uppermost), white, and red, these colors representing the chief States united in the German Confederacy.

The flags of Japan and China had their origin at a more remote period than that of any other nation now in existence.

As early as A.D. 1169, a red circle representing the sun was the emblem of the Emperor of Japan, but it was not until the year 1859 that a white field bearing a red figure of the sun with a series of red diverging rays was adopted as a national standard and ensign. The red circle on a white field without the rays is used as a jack, and this is also the merchant flag.

China, whose history reaches the farthest back of any nation now in existence, did not announce a national flag to foreigners until 1862. This standard is described as triangular in shape, and of deep yellow bunting, bearing a blue dragon with a green head snapping at a red ball. It was also worn by Chinese war vessels and custom-house cruisers. A flag of this design has been displayed in China for centuries. The "Flags of Mari-

time Nations," published in 1899 by the United States Government, shows the Chinese ensign and imperial standard as a yellow oblong field emblazoned with a black dragon snapping at a red ball. The merchant flag is a red oblong field bearing a yellow circle in the centre.

PELEG D. HARRISON.

MANCHESTER, N. H., October 15, 1906.

The author will gratefully receive notices of errors in the book, so that they may be corrected.

## PREFACE TO THE FIFTH EDITION

In the editions following the first issue of this book, errors have been corrected, and new matter has been added. The purpose of the present edition is to bring the history of the Stars and Stripes up to date.

PELEG D. HARRISON.

MANCHESTER, N. H., July 10, 1914.

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# THE FLAG

BY JOHN D. LONG

Like the grass swayed to and fro  
Over which the breezes go,  
Like long tresses tumbling down  
Rippling up from foot to crown,  
Like billows rolling on the ocean,  
Our glorious flag floats full and free.  
Its matchless hues now interfuse,  
And now swell wide against the tide  
That bloats its straining canopy;  
Like smoke it wreathes in rills, and breathes  
Its fainting blaze into the haze,  
And slowly palpitates until  
It lures the eye as if it still  
Went rippling further through the sky —  
The very poetry of motion!

Stars and stripes! Red, white, and blue  
Old Thirteen, new Thirty-two!  
Afloat aloft on land or ocean,  
There's not an eye with tears untraced  
That sees thy glory in the sky.  
There's no true heart that would not die  
To keep thy scroll, no stripe erased,  
No star obscured, still floating high;  
There's no man, worthy to be free,  
Who doth not look and cling to thee  
With all a patriot's devotion.





# THE STARS AND STRIPES AND OTHER AMERICAN FLAGS

## ORIGIN AND DEVELOPMENT OF THE NATIONAL STANDARD

**T**HE idea of a national flag had its origin in the first noticeable object that was borne aloft on a staff, and around which the primitive people rallied. Some kind of a conspicuous object was used as a symbol of the common sentiment of the early tribal organization that was formed for mutual protection, and this association, under one head, contained the first germ of government that is found in the earliest stages of the history of all nations. Each tribe had its own standard, as each nation now has its distinguishing emblem.

Among the relics of that people which has left the earliest traces of civilization have frequently been found records of the forms of ensigns. The best and most numerous of these examples are shown in the carvings and paintings and by the writings of ancient Egyptians. These are evidence that the use of flags was common; each company, even, in the Egyptian army, during the ascendancy of that nation, having its own distinguishing standard. Figures of some sort were used as standards by the early people who had no knowledge of a woven fabric, and such figures were adopted by the Egyptians. They consisted of sacred animals, boats, and emblems, or figures with an occasional tablet bearing a king's name, which were raised on the end of a staff. The office of bearing these standards was considered one of peculiar privilege and honor, as is that of color-bearer to-day.

The Assyrians, as their carvings tell us, inspired the hopes and centred the attention of their soldiers as did the Egyptians.

## 2 THE STARS AND STRIPES

Among the sculptures unearthed at Nineveh two different designs for standards have been noticed. One is of a figure drawing a bow and standing on a running bull, and the other shows two bulls running in opposite directions. The Jews had similar customs concerning standards.

Apparently neither Egyptians nor Assyrians had naval standards, as no evidence of their existence has been discovered, but the sails of ships were embroidered and ornamented with certain devices, such as a phoenix, or flowers, etc. This custom was in vogue with other nations during the Middle Ages. In some instances, both Egyptian and Assyrian staffs bearing the emblem were ornamented immediately below with streamers resembling flags.

In the Roman army each company had its proper standard and standard-bearer. In the early days of the republic a handful of hay was borne on a pole. In later times the forms of standards were various; sometimes a crosspiece of wood was placed at the end of a spear and surmounted by the figure of a hand in silver, below round or oval discs, with the figures of Mars and Minerva. Afterward portraits of emperors or eminent generals were used in place of the figures of the god and goddess. Figures of the wolf, horse, bear, and other animals were borne before the eagle became the special standard of the Roman legion.

The Roman standards were guarded with religious veneration in the temples of Rome; and the reverence of this people for their ensigns was in proportion to their superiority to other nations in all that tends to success in war. It was not unusual for a general to order a standard to be cast into the ranks of the enemy to add zeal to the onset of his soldiers, by exciting them to recover what to them was, perhaps, the most sacred thing the earth possessed. The Roman soldier swore by his ensign.

Figures of birds and other animals were much in use. The Persians bore an eagle fixed to the end of a lance, and also had a representation of the sun, as their divinity, upon their standards. These appear to have been formed of some kind

of textile fabric, and were guarded with the greatest jealousy by the bravest men of the army.

From the time of Marius (86 B. C.) the eagle was the emblem of the Roman Republic, which took it from the Etruscans, who were the first to adopt it as the symbol of royal power. The double-headed eagle was in use by the Byzantine emperors to indicate their claim to the empire, both of the east and west. The Czar of all the Russias bears on his standard the double-headed eagle as an assured successor of the Roman Cæsars, and its two heads might properly indicate his own eastern and western empires, — Asiatic and European Russia.

At the present time the vision of the covetous eyes that have for years been looking to the southeast across Manchuria to the sea beyond is restricted by the force of Japanese arms in the recent war. This not only resulted in taking territory from Russia, but secured for the Mikado's empire a place among the great powers of the world, thus frustrating, temporarily at least, Russia's desire to be a controlling power in the Orient.

The eagles of different colors, with single and double heads, which are borne on European standards of modern times, were adopted from the Roman standard of old. The United States coat-of-arms emblazons a special flag of the President, and some of the other distinguishing flags in use in this country bear an eagle. Heretofore one head has been thought sufficient, but now that expansion has established our flag in the Old World, it may yet be thought proper to breed American eagles with two heads, one looking in the direction of the eastern hemisphere, and the other toward the western half of the globe.

In early times the Greeks bore a piece of armor on a spear; later the several cities bore sacred emblems or letters for their particular associations. The Athenians chose the olive and owl, the Corinthians a pegasus, the Thebans a sphinx, and the Messenians their letter M. The Dacians carried a standard representing a contorted serpent, while the dragon was the military sign of the Chinese, Parthians, and other peoples.

The London *Times* of January, 1900, in an article concerning important archæological discoveries made through the excavations and explorations on the site of the ancient city of Susa (the Biblical Shushan), the capital of the Elamite Kingdom, which flourished several centuries before the Christian era, mentioned, among the sculptures found, some carvings, depicting standards that were in use some fifty-seven centuries ago. Following descriptions of carvings upon a yellow limestone monument representing a variety of objects, the appended information is given :

“ Below the King, mounting some steps, come three ensign bearers, each with the right hand placed on his dagger, and his left holding the banner. The ensigns are of considerable interest, as they are already familiar to us from the engraved gems of Chaldea, namely, the sacred lance, whip, and mace. Below the standard bearers come the soldiers, variously armed. In front of these are two trees, behind which are the enemy, who are represented as turning around in supplication. From the whole tableau we see that it represents a campaign in a forest region, the enemy defeated and driven to the highest peaks, where they are slain or surrender to the victors. It is exactly the region of the dark pine forest of the hero Khumbaba, described in the Epic of Chaldea.

“ The question now is, of whose campaign is this remarkable monument a record? M. de Morgan, who appears not to have had the benefit of Father Schiel's expert evidences, regards it as Elamite ; but the inscription upon it reveals the astonishing fact that it is a monument erected by Naram-Sin to commemorate his great campaign some time about B. C. 3750.”

Flags are frequently mentioned in the Bible, being variously called banners, standards, ensigns, and colors. The Book of Moses, called Numbers, which refers to affairs of the fifteenth century B. C., chap. i. 52, says, to facilitate the taking of a census that Moses had been commanded to superintend, “ And the children of Israel shall pitch their tents every man by his own camp, and every man by his own standard, throughout their hosts.” These directions were given for the different tribes of Israel, showing that each of the twelve

had its own distinguishing standard. These flags displayed twelve devices that included the figures of a man, an eagle, a wolf, and other animals, a ship, a sword, vine, etc., on fields of eight different colors, according to some writers; but concerning the descriptions given, the "Encyclopedia Britannica" says: "Rabbinical writers have assigned the different devices of the different Jewish tribes, but the authenticity of their testimony is extremely doubtful."

It was probably not until the Middle Ages that drapery became the special material of military and other ensigns, although in earlier times it was occasionally used, and was often appended as an ornament to standards of other material.

The principal varieties of flags borne during the Middle Ages were the pennon, the banner, and the standard. Guydhommies, banderols, pennoncelles, streamers, etc., may be considered as minor varieties. The pennon was a small personal ensign, pointed or swallowtailed; the banner was generally about square in form, and not a personal ensign, but that of a troop. The standard was a large, long flag, gradually tapering toward the fly, varying in size according to the rank of its owner, and generally divided by a horizontal band across the centre. Presumably, guydhomme was the name of a flag like the guidon of to-day, which is a small flag or streamer such as is carried by a cavalry company, broad at one end and nearly pointed at the other. Banderol — also written banderole and bannerol — was a little banner, flag, or streamer, which specifically is a long, narrow, ribbon-like flag. Pennoncel is the name for a small, narrow flag or streamer borne at the top of a lance, such as is also known as pencil, pennant, etc.

The Bayeux tapestry, commemorating the Norman Conquest of England, contains numerous representations of the flags borne upon the lances of the knights of William the Conqueror's army. They are small in size, and pointed; frequently indented into three and four points, and bearing pales, crosses, and roundlets. Beside the flags there are

many other figures upon this tapestry, consisting of men, horses, dogs, buildings, ships, boats, trees, birds, sphinxes, etc.; a total of 1512 different objects. It is a pictorial history on canvas, more minute in some particulars than written history, of the invasion and conquest of England by William the Conqueror.

The tapestry is a web of canvas or linen cloth, 218 feet long by 20 inches wide. The figures are worked in worsted of seven different colors; and tradition asserts that Matilda, the wife of William the Conqueror, wrought it, or directed the execution of it by her maids. This is an example of history recorded with needle and thread that stands as a monument to the skill of whoever may have executed it. Matilda presented this tapestry to Bishop Odo of the cathedral of Bayeux in recognition of the assistance which he rendered to her husband at the battle of Hastings. It takes its name from Bayeux, France, where it is preserved in the public library.

The Crusaders, who conducted a series of wars for the purpose of delivering the Holy Land from the dominion of the infidels, were so named from the cross worn as a badge. The Feast of the Assumption, August 15, 1096, had been fixed for the day of departure for the first crusade, and Pope Urban II proclaimed as a war-cry, "Dieu le Veut" (God wills it). In that holy war the Crusaders, wearing cuirasses and iron masks, which concealed their features, adopted various ensigns for recognizance on the field of battle. The standards, bannerols, and streamers exhibited suggestive figures and rebuses for rallying the troops. These mottoes or war-cries became surnames from that time, and, with the devices, were shown on the crests of helmets and on various parts of the armor. One authority says some of the Crusaders marched under standards on which were painted a goose and a goat, symbols of the mysterious faiths of the Gnostics and Paulicans.

Among the standards that have been adopted by the Turks were those consisting of one, two or more horsetails, the number varying with the rank of the bearer. The three classes of pachas were distinguished by the number of horse-

tails borne before them as standards. It is said that this custom was brought from Tartary, and that it originated with some chief, who, having lost his standard, cut off the tail of his horse and displayed that instead. The highest number of horsetails claimed by any official was thirteen, the number arrogated to himself by the famous Ali Pacha of Janina. Modifications have been made in the custom of bearing the tails of horses. Possibly the Turks may have curtailed the use of the horsetail, when they realized that a severed one borne before a charger would not repel their enemies as effectually as it does those of the natural possessor while attached to the rear end of that animal, and responding to its needs during fly time and on other occasions.

A white horse set on a pole was early adopted as the standard of our Anglo-Saxon ancestors, and was long continued in use.

A great variety of emblems have been used by different peoples, but none like that adopted by the Persians, B. C. 800, has been mentioned. This banner was known as the standard of Koah, which was originally the leather apron of the blacksmith Kairah, or Koah, and reared by him when he aroused the people and delivered Persia from the tyranny of Sohek, or Bivar, surnamed Deh-ak (ten vices). It was embroidered with gold, and enlarged from time to time with costly silk until it was twenty-two feet long and fifteen broad. It was decorated with gems of inestimable value. Superstitious Persians believed this sacred banner to have saved their kingdom.

In 1566, the confederated nobles and others of the Netherlands, who for many years opposed the Spanish king, were termed "Gueux" (beggars) by the Count of Barlaimont, a Spanish viceroy, and they caught up the term in contempt, dressed themselves in tattered garments and carried aloft as their standard a patched leathern coat, such as was then worn by professional mendicants, surmounted by a wallet and porringer.

Just prior to the battle of Falkoping in 1389, between Albert, King of Sweden, and Margaret, Queen Regent of Denmark and



Norway, in which he was totally defeated, she ordered all the regular flags and colors to be carried to the rear. Then, galloping out in front of her army, she handed the commanding general a richly embroidered chemise, her own, with instructions that it was to be the only standard borne that day, in order that the troops, when they looked upon it, might be reminded of the martial spirit of their leader. It may be added that tradition affirms that a ragged strip of linen, which is reverently preserved in the cathedral at Upsala, Sweden, is a portion of the identical "Queen Margaret's shift," so strangely utilized on that memorable battlefield.

Another incident of a battlefield, where a queen's garment was used as a standard, occurred in Africa early in 1904, which verified the saying that history repeats itself, and in this instance unwittingly, since it is quite certain that none of the dusky warriors had ever heard of the battle of Falkoping, fought more than five hundred years before. "Tit-Bits," a London, England, magazine, speaks of this incident as follows :

"In one of the many desperate battles fought during the recent French advance on lake Chad, the tribesmen were noticed to rally again and again round a gaudy-colored 'flag' of curious yet familiar texture and appearance. At last it was captured, after a bitter and terrible struggle, at the point of the bayonet; and a great shout of mingled triumph and laughter went up from the captors. For the 'standard,' for the possession of which so many lives had been sacrificed, proved to be merely a woman's woolen shawl, crimson in color and with fringed edges, such as are sold by all central African traders. Certain prisoners, taken in the fight, explained afterward, however, that the garment was a 'fetish', and one much revered. It had, it appeared, belonged to their queen, and, after being 'blessed' by her head medicine man, had been converted into a 'holy flag,' in defence of which they had all sworn to lay down their lives, if need be."

At the opening of the Vendean wars, at the close of the eighteenth century, between the republicans and the royalists of the west of France, the latter carried as a standard a tree, on which were hung crowns, blue ribbons, tiaras, a cardinal's hat,

law bags, parchment titles of nobility, escutcheons, coats-of-arms, and so on, the whole being surmounted by a huge wooden shoe, or sabot. This was so unwieldy that, at the very first pitched battle, it had to be abandoned, and fell into the hands of the republicans, who sent it to Paris, where it was burnt in the Champs de Mars.

A standard carried at the battle fought at Northallerton, on August 22, 1138, when the Scots under King David were defeated by the English, one writer says, consisted of a freshly cut pine-tree, stripped bare of its branches and surmounted by a cross, attached to which was a pyx, containing the sacramental wafer. The whole was so unwieldy that it had to be borne upon a wooden four-wheeled car. Another writer says: "The English standard was formed of the mast of a ship, having a silver pyx at the top, and bearing three sacred banners, dedicated severally to St. Peter, St. John of Beverly, and St. Wilfred, of Ripon."

Among other odd standards are a beer barrel on top of a dyer's pole, adopted by the fullers, out of compliment to a wealthy brewer named Jacob van Artvelde, and an imitation loom carried by the weavers in the great trade war at Ghent, Belgium, during the fourteenth century.

A standard of the aboriginal tribes of North America in the time of Columbus was a pole full-fledged with the wing-feathers of the eagle.

One of the principal standards carried by the insurgents in Paris, France, in 1792, was that borne by the Marseilles battalion, when storming the Tuileries, on the 10th of August. It consisted of a pair of black silk breeches, extended on a cross-staff, and bearing the inscription, in white cotton letters, "Without breeches, but free." Beneath this streamed a small banner with the words: "Tremble, tyrants; here are the Sansculottes." The top of the staff was surmounted by a freshly killed bullock's heart and labelled, "Heart of an Aristocrat." Beneath and around this famous improvised battle flag was waged a fierce combat in the most terrible of modern revolutions.

The crude emblems that represented the common sentiment of the primeval communities have, in the untold centuries that have come and gone since their beginning, developed into the multiplicity of standards, flags, banners and badges, that are so much in use to-day. A flag may represent a nation, a sentiment, or even an idea; a banner is often the symbol of an organization, religious, military, or fraternal; and the bunch of colored ribbons worn in the buttonhole of the coat, or fastened to the gown at college commencement, or athletic contests, such as baseball, football, or sailing matches, very likely represents your alma mater, or choice of contestants in the trial of skill. These collections of ribbons are another form of the flag.

The figures of beasts of the field, serpents, which were common emblems among heathen tribes, fishes of the sea, and birds of the air, with which flags of the Middle Ages and those of earlier times were charged, have nearly all disappeared. The potency of a sacred animal depicted on a standard has fewer adherents among the people of the present time, although instances of its use still continue. Examples of this belief are shown by the red flag of Siam, which bears the figure of a white elephant, and the imperial standard of China, which is triangular in form, with a red bordered yellow satin field charged with a blue dragon. This monstrous awe-inspiring figure is that of an animal of mythological birth and superstitious breeding, a fabulous animal which has been a Chinese emblem for ages, and may be used by them as a symbol for centuries to come.

The fierce lions borne on the royal standard of Great Britain are not the formidable animals they once were. The depiction of the king of the beasts on the standard of the King of England excites no fear.

Some of the royal banners of the Old World are noticeable on account of their complicated blazonry, but the simplicity of the component parts of THE FLAG, shown in red, white and blue, gives the Stars and Stripes its superlative beauty.

## COLONIAL AND PROVINCIAL FLAGS

**T**HE various settlements in the thirteen colonies were established under three different flags, the English, Dutch, and Swedish.

The cross of St. George, a white banner with a red cross, was adopted in 1327 (some writers favor an earlier date), as the English standard and ensign, and it continued as such until 1606. In that year King James I, whose accession to the throne in 1603 had united the kingdoms of England and Scotland, united by his royal proclamation the red cross of St. George with the cross of St. Andrew, a diagonal white cross on a blue ground (which had been adopted as the Scottish symbol in the time of the early crusades), as a distinguishing flag for all his subjects travelling by sea. This blue ensign, bearing the symbol of the union of England and Scotland, was called the king's colors, or Union Jack.<sup>1</sup>

The king's colors was required to be displayed from the maintops of all British vessels; those of England, however,

<sup>1</sup> "Why the flag should be called 'Jack' at all has been the subject of much controversy. It is ordinarily suggested that the derivation is from Jacques, the French word for James, the Union Jack springing into existence under his auspices. Why it should be given this French name does not seem very clear, except that many of the terms used in blazonry are French in their origin. It never seems to have been suggested that, granting the reference to King James, the Latin *Jacobus* would be a more appropriate explanation, as the Latin names of our kings have for centuries supplanted the earlier Norman-French on their coins, seals, and documents. Several other theories have been broached, of varying degrees of improbability; one of these deriving it from the word *jacqué* (hence our modern jacket), the surcoat worn over the armour in mediaeval days. This, we have seen, had the cross of St. George always represented on it; but there is no proof that the *jacqué* was ever worn with the union of the two crosses upon it, so that the derivation breaks down just at the critical point. The present flag came into existence in the reign of King George, but no one ever dreams on this account, or any other, of calling it the Union George." — Hulme's "The Flags of the World."

were to carry the St. George's cross, and those of Scotland, the St. Andrew's cross, in their foretops, to designate which section of the United Kingdom they hailed from. It is probable that the cross of St. George continued to be very generally used on land by the English subjects of Great Britain.

King Charles I was beheaded on the 30th of January, 1649, and following that event the partnership between England and Scotland was dissolved. England became a commonwealth under Oliver Cromwell, and the national standard was changed from the king's colors to the cross of St. George alone, as it had been before the union of the English and Scottish symbols. During the Protectorate several modifications were made in British flags. In 1660, when Charles II ascended the throne, the Union flag again came into use.

In 1707 the complete union of the kingdom of Great Britain, including England, Wales and Scotland, was established and the first Union parliament assembled. The act of Parliament which ratified this union January 17, 1707, ordained that the crosses of St. George and St. Andrew conjoined be used on all flags, banners, standards, and ensigns, both at sea and on land.

From 1707 until 1801 the Union flag was a red ensign with the symbol of the union of England and Scotland in the canton. This has since been known as the "meteor flag of England." On January 1, 1801, the cross of St. Patrick, a red diagonal saltire, on a white ground, was united with the other crosses to mark the incorporation of Ireland into the kingdom. The description of the flag as then established and as it has continued ever since is as follows: "The Union Flag shall be Azure, the Crosses Saltire of St. Andrew and St. Patrick Quarterly, per Saltire counterchanged Argent and Gules: the latter fimbriated of the second, surmounted by the Cross of St. George of the third, fimbriated as the Saltire."

The king's colors was adopted in the year previous to the settlement at Jamestown, Virginia; and, without doubt, the ships in which those colonists sailed flew two flags, the king's

colors being displayed from the maintop and a St. George's cross as a secondary banner at the fore as required by the king's proclamation of 1606. The king's colors at the maintop and a St. George's cross at the fore were hoisted over the *Mayflower* and other ships in which English colonists came to our shores, until the establishment of the Protectorate under Cromwell, when the cross of St. George, having again been adopted as the national standard in place of the king's colors, was displayed from the maintop.

It will be seen that the cross of St. George was in continuous use either as a national standard, or a distinguishing banner for English ships, until 1707; when Parliament ordained that the king's colors should be exclusively used on all flags on land and sea.

This continued to be the flag of Great Britain until 1801, when the ensign now in use was adopted. The present ensign of Great Britain was, of course, never used by any of the American colonies, for they became independent States a quarter of a century before it was established.

When the ship *Half-Moon*, in command of Henry Hudson, sailed into the harbor now known as New York, in September, 1609, she displayed the flag of the Dutch East India Company, which was that of the Dutch Republic, three equal horizontal stripes, orange, white, and blue, with the addition of the letters "A. O. C." (Algemeene Ost-Indische Compagnie), in the centre of the white stripe. This was the flag of the colony of Manhattan, established under the auspices of the Dutch East India Company, until 1622. In that year the Dutch West India Company came into the control of the government of the colony, and the letters "G. W. C." (Geoctroyeerde West-Indische Compagnie) took the place of the letters "A. O. C." in the white stripe.

With the change of the orange stripe for a red one in 1650, this continued to be the dominant flag until 1664, when the island was surrendered to the English and the Union flag<sup>1</sup>

<sup>1</sup> Some writers say that it was the cross of St. George alone, and not the king's colors, that was hoisted over the island.

of England supplanted the flag of Holland. In July, 1673, the Dutch again took possession of Manhattan, which they held until November 10, 1674, when by a treaty of peace between England and Holland, the English flag was rehoisted over the city, where it continued to fly until November 25, 1783, when the Stars and Stripes was raised in its place.

On the 29th of March, 1638, Swedish and Finnish colonists landed on the shore of the Delaware river, where they founded the first permanent European settlement on the bank of that stream. This settlement (called New Sweden) was established under the Swedish national flag, which since 1523, when Sweden won her independence from Denmark, has been a yellow cross on a blue ground.

In 1655 the Dutch overpowered the residents of New Sweden, and they came under Dutch authority, which was continued until the English secured jurisdiction, which they held for more than a hundred years, when their flag was supplanted by the red, white, and blue of the American Republic.

The Union flag, or king's colors, as it was called, was established in the same year that the Jamestown, Virginia, expedition was chartered, but the red cross of St. George on a white ground, which preceded it as a national standard and ensign, had been so long in use that it was at that time called the ancient national flag of England. It was familiar to all, and probably some of the colonies adopted it as their emblem, while others displayed the king's colors.

According to the Massachusetts Bay records, the red cross of St. George was in use in that colony in 1634, and probably had been for some time. The Puritans strongly objected to the red cross in the flag, not from any sense of disloyalty to the mother country, but from a conscientious objection to the use of a papistical symbol, which they said was idolatrous. It had been given to an English king by a pope and blessed by a pope, and it seemed to call for obedience to Rome. That opinion does not exist to-day, for that symbol belongs to the whole world of Christians.

In November, 1634, complaint was recorded that John

Endicott had defaced the English ensign at Salem by cutting out with his sword a part of the red cross in the flag that hung before the governor's gate, declaring that it savored of popery, and he would have none of it. He was a member of the court assistants, but for this insult to the king's colors he was reprimanded, removed from his office, and disqualified to hold any public office for the space of one year.

In this sentiment, that his violent act indicated, Endicott was not without sympathizers; and soon after some of the militia refused to march under the symbol that was to them idolatrous. After a grave controversy, which was not concluded until some time in December, 1635, when the military commissioners "appointed colors for every company," leaving out the red cross in all of them, it was agreed that the king's colors should fly from ships and be displayed over Castle Island, Boston, because the castle belonged to the king, and this flag continued in use there until the establishment of the commonwealth under Cromwell.

In 1651, when the English Parliament revived and adopted the old standard of the cross of St. George as the colors of England, the General Court of Massachusetts adopted this order: "As the Court conceive the old English colors, now used by the Parliament, to be a necessary badge of distinction betwixt the English and other nations, in all places of the world, till the state of England alter the same, which we very much desire, we, being of the same nation, have therefore ordered that the captain of the Castle shall advance the aforesaid colors of England upon all necessary occasions."

An extremely interesting standard of this period, which is the oldest American flag in existence,<sup>1</sup> is in the Public Library in the town of Bedford, Massachusetts. It was originally designed in England, in 1660-70, for the three county troops of Middlesex, Suffolk and Essex, and became one of the accepted

<sup>1</sup> The oldest flag pertaining to the New World, and probably the oldest banner in existence, is the standard which Cortez carried in his conquest of Mexico, and which he afterwards presented to his Tlascalcan allies in recognition of their loyalty. It is preserved in the National Museum of the City of Mexico. The Tlascalans have again and again refused fabulous sums offered for it on behalf



standards of the organized militia of the State. It subsequently became the standard of the Minute Men of Bedford.

Under the folds of this historic flag the soldiers of the three counties took part in King Philip's War, and it was carried to Concord, on the morning of the 19th of April, 1775, by the Minute Men of Bedford.

The military company of Newbury, Massachusetts, in 1684, carried a green flag, with the cross of St. George on a white canton in its upper and inner corner. Concerning these colors, the Honorable Nathaniel Saltonstall, one of the council for the colonies, wrote under date of May 31, 1684, to Thomas Noyes, captain of the company, as follows :

"In ye Major General's letter, I have ordered also to require you, which I herein do, with all convenient speed, to provide a flight of colors for your foot company, ye ground field or flight (fly) whereof is to be green, with a red cross with a white field in ye angle, according to the antient customs of our own English nation, and the English plantations in America, and our own practise in our ships and other vessels. The number of bullets to be put into your colors for distinction may be left out at present, without damage in the making of them.

"So faile not,

"Your friend and servant,

"N. SALTONSTALL."

The colonies of Plymouth, Massachusetts Bay, Connecticut, and New Haven, in 1643, made an alliance, under the name of "The United Colonies of New England," for a defence against the French, Dutch, and Swedes ; but no common flag was adopted until 1686, when Governor Sir Edmund Andros pre-

of Spain. It is about ten feet long and forked at the end. It is thus described : "The standard is of red damask. On the front side is painted a most beautiful figure of the Most Holy Mary, with a crown of gold, and surrounded with twelve stars of gold, her hands joined as if in praying to her Most Holy Son to protect and strengthen the Spaniards in conquering the idolatrous empire to the Catholic faith. The image has a blue mantle and a flesh-colored tunic, the embroidery forming the border in green. On the reverse are painted the royal arms of Castile and Leon. A more modern damask has been sewed on this side, in framing for preservation, so that the arms cannot be seen."

sented one from King James II. This flag was the cross of St. George, the king's colors of the time, borne on a white field occupying the whole flag, the centre of the cross emblazoned with a yellow or gilt crown, under which was the monogram of King James II, in black. This flag is said to have continued in use until the early part of the eighteenth century.

The pine-tree flag of New England came into use as early as 1704, and was much used to the time of the Revolution. It was a red flag, with a white canton quartered with a red cross of St. George, having a pine-tree in the first quarter. There were several varieties of pine-tree flags in the early part of the Revolution, one of them having a white field bearing the motto, "An Appeal to Heaven," above the pine-tree.

Nearly all of the American colonists who established the early settlements came from England, and the most of them being devoted and loyal subjects to the mother country, they naturally displayed the English flag for years afterward; but as a distinctive American character developed there came a desire to adopt flags of their own. By the close of the seventeenth century the different colonies, with a feeling of independence, had departed from the authorized English flag and assumed special devices to distinguish their vessels from those of England and each other.

At the beginning of the eighteenth century it was deemed advisable by the British government that a special flag be created to designate the merchant vessels of the colonies, and distinguish them from the king's ships. On July 29, 1701, a report was issued from the admiralty office, which prescribed regulations concerning a distinguishing flag as follows:

"Merchant ships to wear no other jack than hereafter mentioned, viz., that worn by his Majesty's ships, with the distinction of a white escutcheon in the middle thereof, and that said mark of distinction may extend itself to one-half the depth of the Jack, and one-third of the fly thereof."

A drawing of the flag was annexed to the report.

Governors of the various colonies were ordered to oblige the commanders of such merchant ships, to which they granted commissions, to wear no other jack than the one proposed in the report. Preble's "History of the United States Flag" gives a picture of the drawing, and says: "This flag was undoubtedly worn by the American colonial vessels for many years, though we have no more than official mention of it, and it is never depicted in the engravings of the time. All the pictures of New England flags, from 1700 to 1750, show a red or blue ensign cantoned white, with a red St. George's cross, and having a tree or globe in the upper corner of the canton."

A French book on flags (La Haye's), published in 1737, gives an illustration and description of a flag worn by vessels of the New England colonies. This is a blue flag having a white canton, quartered with the red cross of St. George, and in the first quarter a globe, in allusion to America, commonly called the "New World."

The cross of St. George, from its establishment, in 1651, by the commonwealth of England, continued to be the leading device in the American colonies, until the Union flag was prescribed by act of Parliament of 1707 for general use throughout the British dominions. By royal proclamation of July 28, 1707, Queen Anne constituted this the national flag of Great Britain, and following that announcement, it became the official flag of the colonies. By that same proclamation, it was required that merchant vessels should fly a red flag "with a Union Jack described in a canton at the upper corner thereof, next the staff;" and it is interesting to note that this is the first time, probably, that the term Union Jack is officially used.

A flag that was carried by American colonial troops engaged in the Louisburg expedition of 1745 is now in the possession of the New York Historical Society. The motto, "Nil desperandum Christo duce" (Never despair, Christ leads us), which was placed upon the flag of the Louisburg

expedition of 1745, by its commander, Sir William Pepperell, was furnished by George Whitefield, the celebrated reformer and firm friend of the American colonists. This motto reminds us of a banner carried by Richard I, while engaged in the third crusade for the recovery of the Holy Land, which bore the words "Christo duce."

Jeremy Belknap's "History of New Hampshire," published in 1784-1792, gives an account of the hoisting of an impromptu flag at Louisburg, on May 2, 1745. On that morning William Vaughan, a graduate of Harvard University, holding the honorary rank of lieutenant-colonel, noticed that the chimneys of the royal barrack were without smoke and that no flag was flying from the staff, the battery having been abandoned by the French. Vaughan with twelve other men effected an entrance into the barrack. He then wrote to the general: "May it please your honor to be informed that, by the grace of God and the courage of thirteen men, I entered the royal battery about nine o'clock, and am awaiting for a reinforcement and a flag." Before either could arrive, one of the men climbed up the staff, with a red coat in his teeth, which he fastened by a nail to the top. The French immediately despatched from the city a hundred men in boats to retake the battery, but were kept from landing by Vaughan's heroic party, till reinforcements arrived. The name of the man who nailed the coat to the staff is given in an obituary notice, containing an exaggerated version of his daring feat, which appeared in the *Boston Gazette* of June 3, 1771, and is as follows:—

"MEDFORD, May 25, 1771. This day died here Mr. William Tufts, Jr., aged about 44 years. . . . When about 18 years of age he enlisted a volunteer into the service of his king and country, in the expedition against Cape Britain [Breton], under command of Lient.-General Pepperell, in the year 1745, where he signalized his courage in a remarkable manner, at the Island Battery, when an unsuccessful attempt was made by a detachment from the army to take it by storm. He got into the battery, notwithstanding the heavy fire of the French artillery and small arms, climbed up the

flag-staff, struck the French colors, pulled off his red great-coat, and hoisted it on the staff as English colors, all which time there was a continued fire at him from the small arms of the French, and got down untouched, tho' many bullets went thro' his trowsers and cloathes."

PRE-REVOLUTIONARY AND REVOLUTIONARY  
FLAGS

**D**URING the ten years preceding the battle of Lexington, liberty poles, trees and flags of various devices are frequently mentioned in contemporary newspapers.

The Grenville Stamp Act was signed by the king on March 22, 1765, but did not go into effect until the following November. It met with such strong opposition that it was repealed the 18th of March, 1766, after having been in operation a little more than four months.

On the 29th of May, 1765, Patrick Henry, who had lately been elected a member of the Virginia House of Burgesses, introduced his famous five resolutions against the Stamp Act, which were adopted by a majority of one. The next morning, in the absence of Henry, the House reconsidered and rejected the fifth resolution, which was of a revolutionary character. The four resolutions which were actually adopted were rewritten in slightly changed form, and with two more added were sent out to the other colonies as the actual resolves of the Virginia legislature.

Opposition to the Stamp Act was shown in all of the colonies, in some of which protests were manifested by the display of liberty poles, with flags upon them on which were inscribed mottoes of various kinds.

It is said that the first resistance to this act was at Wilmington, North Carolina.

When the stamped paper reached Charleston, South Carolina, it was deposited at Fort Johnson. A volunteer force composed of three companies took the fort and seized and destroyed the obnoxious paper. While in possession of the fort they displayed an improvised flag, showing a blue field with three white crescents, one for each company. Under-

neath this flag, on the 8th of August, 1776, the Declaration of Independence was proclaimed to the people.

When Ingersoll arrived at Boston in August, bearing commissions for stamp distributors, intense excitement was created. The oppressed people manifested their opposition to the enforcement of the law by preparing a coffin inscribed "Liberty, born at Plymouth, in 1620; died, 1765, aged 145 years," which was carried through the streets at the head of a long procession, with minute guns firing. An oration was delivered at the grave; but, just as it was concluded, the figure of Liberty showed signs of returning life; whereupon "Liberty Revived" was substituted on the coffin, attended by the joyful ringing of bells.

When, late in October, stamps arrived at New York, the people made vigorous demonstrations against the enforcement of the law, accompanied by the raising of a flag bearing the word "Liberty."

The people of Portsmouth, New Hampshire, in vigorous remonstrance against taxation under the Stamp Act, on the 9th of January, 1766, demanded from Mr. George Meserve, agent for the distribution of stamps in New Hampshire, his commission and instructions; and, notwithstanding his resignation, required him to take oath that he would not attempt to execute the office. They afterwards paraded the streets, carrying the commission on the point of a sword, and displaying a banner on which was inscribed the motto "Liberty, Property, and No Stamps." To perpetuate the event, they erected this flag at Swing Bridge, which from that time was called Liberty Bridge.

In the meantime, upon the invitation of Massachusetts for the colonies to meet in a representative convention in New York, the famous Stamp Act Congress had assembled on the 7th of October, 1765, and continued in session fourteen days, the whole subject of the rights and grievances of the colonies being fully discussed.

When the joyful tidings of the repeal of the Stamp Act came to America, the colonists saw a promise of justice for the

future, and were overjoyed at the prospect. They had celebrations and bonfires, and were ready to purchase English goods without limit.

Following the news of the repeal, at New York, on the 6th of May, there were many demonstrations of joy. The Sons of Liberty erected a liberty pole in front of Warren street, from which was displayed a flag with the inscription "The King, Pitt, and Liberty." The Assembly voted to erect a statue of Pitt, who had insisted on the repeal, and another of George III, which were set up in the year 1770. Within six years the statue of the king, which was made of lead and gilded, was hauled down and converted into bullets by the patriots.

Upon the old training field (which for many years has been known as the Green) at Taunton, Massachusetts, on Friday, the 21st of October, 1774, two years before the Declaration of Independence, a Union flag was unfurled with the words "Liberty and Union" inscribed thereon.

The Taunton flowed fast through the shimmering Weir,  
 Past the Rock where the *Northmen* came in from the Bay.  
 In the Forest the red Leaves were falling, and sear,  
 Where *Annawan* perished, — the stone Church to-day, —  
 The loveliest Church e'er the Traveler saw,  
 With its sentinel Pines and its Ivy-wreathed Tower,  
 Stands hard by the Place where the Women in Awe  
 Heard their Husbands cry out in that glorious Hour:  
 "In the Hope of the Future, the Faith of the Past,  
 In the name of our Covenant, ever to last,  
 We'll defend with our Valor, and our Virtues and our Votes  
 The new Flag of Taunton that waves o'er the Green."

HEZEKIAH BUTTERWORTH.

The Taunton flag was the regular English flag, adopted by the union of the aforesaid crosses upon a red field. Its significance lay in its motto, signifying that there was at that time no thought of severance from the mother country, their only thought being liberty of action; and it has historic value because it was the first to wave with that motto.

The following is from the *Boston Evening Post* of Monday, October 24, 1774:



"We have just received the following intelligence from Taunton — that on Friday last a liberty pole 112 feet long was raised there on which is a vane, and a Union flag flying, with the words Liberty and Union thereon. To the pole is fixed the following lines :

'CRESCIT AMOR PATRIÆ LIBERTATIS QUE CUPIDO.

'Be it known to the present,  
And to all future generations,  
That the Sons of Liberty in Taunton  
Fired with a zeal for the preservation of  
Their rights as men, and as  
American Englishmen,  
And prompted by a just resentment of  
The wrongs and injuries offered to the  
English colonies in general, and to  
This Province in particular,  
Through the unjust claims of  
A British Parliament and the  
Machiavelian policy of a British ministry,  
Have erected this monument or Liberty standard,  
As a testimony of their fixed resolution  
To preserve sacred and inviolate  
Their birthrights and charter rights,  
And to resist even unto blood  
All attempts for their subversion or abridgement.  
Born to be free, we spurn the knaves who dare  
For us the chains of slavery to prepare;  
Steadfast in freedom's cause, we'll live and die,  
Unawed by statesmen ; foes to tyranny,  
But if oppression brings us to our graves,  
And marks us dead, she ne'er shall mark us slaves.' "

Taunton Green was the scene of the turning of the tide in Shays' Rebellion (December, 1786, to January, 1787), when General David Cobb, an aid on Washington's staff during the Revolution, but at that time a judge in the high court, dispersed a mob of rioters, and uttered his memorable words :  
"I will sit as a judge or die as a General."

"Here arose the first Ensign of Liberty ; here fell the first Standard of Insurrection."

In March, 1775, a Union flag with a red field was raised on a liberty pole in New York, which bore "No Popery," the

words of Janet Geddes, as she hurled her stool at the surplined ministers in the High Church of St. Giles's, Edinburgh, Scotland, in 1637; and "The Liberties of America," a portion of the lament of George Whitefield, the steadfast friend and helpful adviser of the American colonists.

Modifications of the Union flag, with which the colonists had long been familiar, came into use. With these flags the colonists associated liberty, and soon "Liberty" became a watchword throughout all the colonies. People going from one colony to another carried passports from the "Sons of Liberty," to show their standing in their home towns.

The colonists demanded from England liberty of action in some of their governmental affairs, and this desire was strongly felt and frequently expressed. The desire for freedom from oppression was in their hearts, and the word "liberty" was on their lips and fixed upon their banners.

In the earliest days of the Revolution each colony seems to have adopted a flag of its own, and these continued in use until a common flag representing a new nationality was established. Besides its own particular banner for each section, there was a flag for each regiment and company. The Connecticut troops, in 1775, carried banners of solid color, a different color for each regiment. Massachusetts banners bore a pine-tree; those of South Carolina were embellished with a rattlesnake; New York adopted a flag with a white ground with a black beaver thereon; and the Rhode Island men carried a white flag with a blue anchor with the word "Hope" in white letters over the head of it, and a blue canton with thirteen white stars. Some of these flags bore a motto, a favorite inscription being "An Appeal to Heaven," which appeared on Massachusetts standards. This motto is evidently adopted from the closing paragraph of the "Address of the Provincial Congress of Massachusetts, to their brethren in Great Britain," which was written shortly after the battle of Lexington, and ended thus: "Appealing to Heaven for the justice of our cause, we determine to die or be free." The rattlesnake flags bore the admonition, "Don't Tread on Me."

The pine-tree device was not new to the Massachusetts colonists. A mint had been established at Boston as early as 1652, and it engaged in coining the silver captured from the Spaniards by the buccaneers. On one side of the coin were the date and value, and, on the reverse, a pine-tree in the centre, and "In Massachusetts" around it. At that time there was no English king to resent this encroachment on the royal prerogative and no notice was taken of it by the Parliament or by Cromwell. The mint was allowed to continue in operation for more than twenty years. It will be remembered that, on the inquiry of Charles II, he was told that the device was intended for the Royal Oak, and there was no further discussion of the question.

It is probable that the choice of a rattlesnake as a representative of the colonies had its origin in an article which appeared in Benjamin Franklin's paper, the *Pennsylvania Gazette*. In April, 1751, an account of the trial of Samuel Sanders, an English transported convict, for the murder of Simon Gerty (several murders had been committed by these criminal immigrants), occasioned strong protests against the iniquity of the British government in sending its convicts to the American colonies.

This remonstrance, which was a very bold one for the time, reflecting severely, as it did, on the actions of the mother country, was commented upon in a succeeding issue of the *Gazette*, by a writer who suggested, as a retaliation, that "A cargo of rattlesnakes should be distributed in St. James's Park, Spring Garden, and other places of pleasure."

This idea of rendering the rattlesnake a means of retribution for the wrongs of America was not forgotten; and three years afterward it received a new value, when, to impress upon the people the necessity for united and co-operative action in their contests with the French and Indians, an engraving of a curved rattlesnake cut into eight parts, representing the colonies then engaged in these wars, was published by Franklin at the head of his *Gazette*, with the motto, "Join or Die."

This device, or a similar symbol, was published in other newspapers in the colonies after its appearance in the *Gazette* in 1754. In 1775 a snake device was placed at the head of the *Pennsylvania Journal*. This reptile had nine joints. The head was marked "N. E.," representing New England, and the other disjointed sections with the initials, "N. Y.," "N. J.," "P.," "M.," "V.," "N. C.," "S. C.," and "G." The motto on this device was, "Unite or Die."

After the rattlesnake had been adopted as an emblem on some of the colonial flags, Benjamin Franklin defended the device on the grounds that the rattlesnake is found only in America; that all serpent emblems were considered by the ancients to be symbols of wisdom; that his bright, lidless eyes signify vigilance; that he never attacks without first giving fair warning of his presence; that his rattles, while distinct, are so firmly joined that they cannot be separated without being ruined forever; and that as he grows older the rattles increase in number, as it was to be hoped the colonies would. One of the earliest emblems for the American colonies was the rattlesnake.

South Carolina adopted the rattlesnake flag, prior to which she had a blue flag with a white crescent moon. The rattlesnake emblem was adopted at the suggestion of Colonel Christopher Gadsden, a prominent patriot, who spoke of American independence as early as 1764, under the "liberty tree" at Charleston. In 1765 he was appointed a delegate to the congress which met at New York in October to petition against the Stamp Act.

He was chosen a member of Congress in 1774, and served on the Marine Committee. On the 8th of February, 1776, he presented a rattlesnake flag to Congress, which is spoken of in Drayton's "History of the Revolution" as "An elegant standard, such as is to be used by the commander-in-chief of the American navy; being a yellow flag, with a lively representation of a rattlesnake in the middle in the attitude as if about to strike, and these words underneath, 'Don't Tread on Me.' Congress ordered that this standard be carefully preserved

and suspended in the Congress-room; and from that time it was placed in the southwest corner of that room, at the left hand of the President's chair." It is not known what became of this historical flag.

As accessories to a portrait of Commodore Esek Hopkins, commander-in-chief of the American fleet, which was printed in London on the 22d of August, 1776, by Thomas Hart, two flags are shown. In the background appears a portion of his fleet. On his right is a flag of thirteen alternate red and white stripes, which, unlike some other flags with stripes that came into general use, has no canton; but undulating diagonally across the surface is a rattlesnake, underneath which is the warning motto, "Don't Tread upon Me." It has been suggested that this flag may represent the striped jack mentioned in his signals to the fleet. Over the left hand of the commodore is a white flag with the pine-tree, over which are the words "Liberty Tree," and underneath, "An Appeal to God." Several copies of this portrait are extant, one being preserved at the Naval Academy, Annapolis.

The rattlesnake device was shown in a variety of designs. One was of red and blue bars with the reptile undulating across them, and the warning motto, "Don't Tread on Me," in some instances placed at the top of the flag and in others at the bottom. Another design shows a white flag with a green pine-tree, at the roots of which is a coiled snake in the attitude of striking; the motto, "An Appeal to God," above the tree, and the admonition, "Don't Tread on Me," below it. The Culpeper Minute Men of Virginia carried a white flag with their name in black letters in a scroll extending across the top; a coiled snake in the middle, with the words "Liberty or Death" above it, and "Don't Tread on Me," at the bottom of the flag. This company was a part of a regiment commanded by Patrick Henry in 1775.

The rattlesnake emblem in varying devices was a favorite symbol, and of frequent occurrence during colonial and revolutionary times. It divided its popularity with the pine-tree flag, although it was probably not quite as common.

A Union flag was raised at Savannah, Georgia, in June, 1775, but according to Colonel William Moultrie, the first distinctively American flag displayed in the South was at the taking of Fort Johnson on James Island, South Carolina, September 13, 1775. On that date Colonel Moultrie received an order from the Council of Safety for taking that fort, and was requested by the council to procure a flag. He had a large blue one made, with a white crescent in the dexter corner, to be uniform with the dress of the troops, who, besides wearing blue, had their caps adorned with silver crescents, inscribed, "Liberty or Death." When Colonel Moultrie raised this flag, the timid people said it had the appearance of a declaration of war, and that the captain of the British ship *Tamar*, then off Charleston, would look upon it as an insult and an act of defiance.

On June 28, 1776, while engaged in constructing a rude defensive work of palmetto logs on Sullivan's Island, Charleston Harbor, Moultrie was attacked by a British fleet under Sir Peter Parker. The engagement resulting in a victory for the little fort, which had been named Fort Sullivan, it was renamed Moultrie in honor of its gallant defender. The standard planted on the southeast bastion of the fort was the same crescent flag that had been raised over Fort Johnson on the 13th of September, 1775, with the word "Liberty" emblazoned upon it in white letters.

During this engagement the crescent flag, which waved opposite the Union flag upon the western bastion, fell outside upon the beach. Sergeant William Jasper, seeing this, cried out to Colonel Moultrie, "Don't let us fight without a flag," and leaped the parapet, walked the whole length of the fort, picked up the flag, fastened it on a sponge staff, and in sight of the whole British fleet and amidst a hail of bullets, fixed it once more firmly upon the bastion.

On the following day, Governor Rutledge visited the fort, and rewarded Jasper for his bravery by presenting him with his own sword, which he was then wearing, and offered him a lieutenant's commission; but Jasper, who could neither read

nor write, declined it, saying, "I am not fit to keep officers' company; I am but a sergeant."

On the 29th of June the British fleet left Charleston Harbor, and its departure brought unbounded joy to the patriotic Americans. On the following day the wife of Major Bernard Elliot presented Colonel Moultrie's regiment with a pair of elegant silk colors; one of them was blue and the other red, both richly embroidered. These colors were planted on the walls of the city, beside the lilies of France, in the assault on Savannah, Georgia, October 9, 1779.

Savannah was held by the British under General Provost, and the assault was made by Count D'Estaing. Lieutenants Buck and Hume, who were carrying the colors, having fallen, Lieutenant Gray, of the South Carolina regiment, seized their standards and held them aloft until he was severely wounded by a bullet, when gallant Sergeant Jasper sprang forward, and had just fixed them firmly on the parapet of the Spring Hill redoubt, when he was stricken by a bullet and fell into the ditch. Just then the order was given to retreat and Jasper, wounded and dying as he was, seized the colors, and succeeded in saving them from falling into the hands of the British. He was carried to camp, and died soon after. Just before he expired, he said to Major Elliot: "Tell Mrs. Elliot I lost my life supporting the colors she gave to our regiment."

These standards were captured when Charleston surrendered, May 12, 1780. They were taken to England and placed in the Tower of London. It is said that the flag which Sergeant Jasper recovered at Fort Moultrie subsequently came into the possession of the British, and that it was deposited among the trophies in that famous tower.

General Schuyler Hamilton, whose history of our national flag appeared in 1853, being the first published on this theme, makes no mention whatever of the display of a flag on the 19th of April, 1775, by "the embattled farmers" who fired "the shot heard round the world."

Admiral Preble's comprehensive work on the flags of all nations, the first edition of which was published in 1872, says

there were probably no colors worn by the handful of Americans hastily called together at the battle of that momentous morning. Nevertheless the patriots who marched to Concord on that day did carry a flag, and it has received occasional mention by writers in recent years. In 1894, its history was published under the title of "Flag of the Minute Men of April 19, 1775," by Abram English Brown.

This flag not only has the distinction of having been carried by the Americans on that eventful day, but it is, without doubt, the oldest American flag extant, being preserved in a fireproof safe in the Public Library at Bedford, Massachusetts. It was originally designed in England, in 1660-70, for the three county troops of Middlesex, Suffolk and Essex, and became one of the accepted standards of the organized militia of the State, and as such was used by the Bedford company. William S. Appleton, of the Massachusetts Historical Society, is of opinion that this flag far exceeds in historic value the famed flag of Eutaw and Pulaski's banner, and in fact is the most precious memorial of its kind of which we have any knowledge.

In March, 1775, the town of Bedford voted: "To pay twenty-five Minute Men one shilling per week until the first of May, they to exercise four hours in a week, and two shillings to be allowed two officers, they to equip themselves according to the advice of the Provincial Congress," which assembled at Concord and of which John Hancock was president. The officers of the Minute Men had no commissions, as did those of the militia already in service, hence their authority came through the suffrage of their associates. The time for preparation was limited. They were upon the alert, and were not disconcerted by the cry, "The Regulars are coming!" sent out "through every Middlesex village and farm."

Delegates from Captain Parker's company of Lexington gave the alarm at Bedford. The messengers found a ready response. The men assembled at Fitch's tavern, according to a preconcerted plan. There a lunch was hastily served, where Captain Wilson uttered the memorable words, "It is a cold breakfast,



boys, but we'll give the British a hot dinner; we'll have every dog of them before night."

When we consider that the officers of the Minute Men were not commissioned, and the uprising voluntary, it is reasonable to account for an improvised flag, in use by the Bedford company. The old standard was in the Page family, and the office of cornet, or color-bearer, was a sort of inheritance; hence, Nathaniel Page, aroused by the early messenger, seized the relic of early service and hastened with his associates to the scene of action.

On the arrival of the company at Concord, they assisted in removing stores to places of greater safety. Tradition says that Nathaniel Page laid down his flag and went to work; and when returning to look for it "found the boys had got it and were playing soldiers."

The old flag was returned to the Page mansion and there kept until the centennial celebration at Concord, when it was carried by the Bedford delegation in the procession of that day. Ten years later, October 19, 1885 (the one hundred and fourth anniversary of the surrender of Cornwallis to Washington), it was presented by Captain Cyrus Page to the town of Bedford "to be forever in the custody of the Bedford Free Public Library Corporation."

It is sacredly guarded by them as an invaluable memorial. The ravages of time have not entirely spared the delicate fabric, and it is necessarily denied the exposure which a patriotic people would gladly permit. The flag is now kept under plate glass, and can be seen by visitors by arranging the time with the librarian or Mr. Brown.

Mr. Brown's work shows an illustration of the flag in colors. The ground is maroon or crimson colored satin damask emblazoned with an outstretched arm, in the hand of which is an uplifted sword. This representation is the color of silver, as are three circular figures that are probably intended to represent cannon-balls. Upon a gold colored scroll are the words "Vince aut Mortre," meaning "Conquer or Die." The flag is about two feet by one foot and six inches. Originally the

flag was ornamented with fringe, but that was taken off and lost.

Mr. Brown wrote: "We have the staff on which the flag was carried through the Indian wars, notably King Philip's war."

Additional information concerning this flag is given in Historian Brown's "Beneath Old Roof-trees," as follows:

"The minute men of Bedford had a flag, but I do not presume to assert to any one, much less to the Sons of the American Revolution, that it was a flag planned for this service. We know too well how the yeoman soldiers were organized for service to think of their making any such preparation. Neither Hancock, with his abundant wealth, nor Adams, with his abounding patriotism, had a thought of any standard for the little companies that were being drilled for a moment's warning. They were too busily engrossed with the weightier matters of the times.

"When Adams, from the heights of Lexington, saw in that gorgeous April sunrise a figure of the future glory of America, it was with no thought that the flag of the republic was to be spangled with the galaxy of the heavens. But in the old town of Bedford was the standard destined to be the flag of the minute men of that town.

"Like many another important event of history, this was not the result of any preconcerted action, neither were the bloody scenes at Lexington common and Old North Bridge, which have been subjects for the admiration of all patriots of every clime for more than a century. A local company of cavalry was raised in this colony in 1659, just before the restoration of Charles II. It comprehended Essex, Suffolk, and Middlesex in Massachusetts. It was known as the "Three County Troop." This remained in commission until 1677, or possibly later. It is certain that it was in active service during King Philip's war in 1676. Its formation leads to the conclusion that there must have been a standard or cornet, as it was then termed, upon which arms were emblazoned.

"With the fact of the cavalry company thoroughly established, and with the ancient standard before us, we naturally conclude that our 'flag of the minute men' was the cornet of the 'Three County Troop.' In the way of corroborative evidence I would cite an entry said to be in a herald painter's book of the time of Charles I., which is exhibited at present in the British Museum.

"It is as follows :

*Work done for New England for painting in oyl on both sides a cornett, on rich crimson damask, with a hand and a sword, and invelliped with a scarf about the arms of gold, black and silver, £2 0s 6d.*

*For a plain cornett staff, with belts, boots and swible, at first penny, £1 0s 0d.*

*For silk of crimson and silver fringe and for a cornett string, £1 11s 0d.*

*For crimson damask, 11s 0d.*

*Total, £5 2s 6d.*

"It is certain that the herald painter's bill made more than two and a quarter centuries ago identifies our flag. No modern detective could ask for more definite description. The 'belts, boots and swible' are gone. The silver fringe is also missing, but I have the word of Mme. Ruhomah Lane, late of Bedford: 'I took that silver fringe from that old flag when I was a giddy girl, and trimmed a dress for a military ball.' The presence of the flag in Bedford is easily accounted for. Nathaniel Page, the first of the family in possession of the flag, was a military man, and connected with the 'Three County Troop' as cornet or bearer of the standard, as witnesseth his gravestone: 'Cornet Nathaniel Page, died April 6, 1779, aged 76.'

"The ancient standard was brought to Bedford by Nathaniel Page when he settled in Shawsheen (Bedford) about 1680, and being in the house it was taken by Nathaniel Page 3d, a Bedford minute man when the company was organized in the winter of 1774-75, and used by them at their drillings in anticipation of the trouble which began on April 19, 1775, and it was the thing that Captain Page grabbed when he responded to the midnight alarm sent to his house by the Lexington men who had been aroused by Paul Revere, and it was carried by him with Bedford men to Concord, and then waved above the smoke of that battle. 'The first forcible resistance to British aggression.'

"After the experience of April 19, 1775, the flag was kept in the Page garret, seldom seen by any one, and by none appreciated, until on the morning of April 19, 1875, a century's dust was shaken off its damask folds and it was carried in the procession at Concord, and there, again unfurled by the rude bridge that arched the flood. After that day it was returned to the same hiding place, and there

remained ten years longer, when it was brought out by Capt. Cyrus Page and presented to the town of Bedford.

"While the Bedford folk are not selfish in the keeping of the flag, they believe that Mahomet should come to the mountain and not the mountain should go to Mahomet."

By the rude bridge that arched the flood,  
Their flag to April's breeze unfurled,  
Here once the embattled farmers stood  
And fired the shot heard round the world.

EMERSON.

Preble and some other authorities express the opinion that it is doubtful if the American troops carried a flag at the battle of Bunker Hill. B. J. Lossing, who is recognized as an authority on the revolutionary history of this country, believes that the pine-tree flag, which had been adopted by New England many years before, was raised on Bunker Hill that day. Mr. Lossing in his "Pictorial Field-Book of the Revolution" says he was informed by an intelligent old lady, named Mrs. Manning, that she had heard her father, who was in the battle and helped to hoist the standard, say that the ground of the flag was blue, with one corner quartered by the red cross of St. George, in one section of which was a pine-tree.

John Trumbull, son of "Brother Jonathan" Trumbull, who at the opening of the revolutionary war was appointed aid-de-camp of General Washington, became famous as a painter of historical pictures. His first, and one of the most famous of his paintings, "The Battle of Bunker Hill," was produced in 1786, and bequeathed by him to Yale college, where it now is. In this picture he has represented a red flag having a white canton with a red cross and a green pine-tree. Such a flag was in use at that time, it differing from the one referred to by Lossing in having a red instead of a blue field. Preble does not endorse Trumbull's representation of the flag, and expresses his opinion in these words:

"This cannot be considered authoritative. Painters frequently take a poet's license, and are not always particular in the accuracy

of the accessories of their paintings. Thus Leutze, in his 'Washington crossing the Delaware,' December 25, 1776, conspicuously displays the American flag with the blue field and union of white stars, although the flag had no existence before the 14th of June, 1777, and was not published until September, 1777. Yet this inaccurate historical tableau has been selected to embellish the face of the fifty-dollar notes of our national banks. In Powell's 'Battle of Lake Erie,' at the Capitol, the flag in Perry's boat has only thirteen stripes and stars, although fifteen of each had been the legal number for twenty years, or since 1794."

Carlo G. G. Botta, an eminent Italian historian, published in 1809 a "History of the American War of Independence," in which he speaks of Dr. Joseph Warren's endeavor to rally the men under his command, who were pursued by the enemy, by reminding them of the motto inscribed on their banners, on the one side of which were the words, "An Appeal to Heaven," and on the other, "Qui transtulit sustinet," the English equivalent being that the same Providence which transplanted us will still sustain us.

The latter motto was established for the flag of the Connecticut troops as early as April, 1775, according to a letter dated at Wethersfield, Connecticut, on the 23d of that month, which says: "We fix upon our standards and drums the colony arms, with the motto, 'Qui transtulit sustinet,' round it, in letters of gold, which we construe thus: 'God, who transplanted us hither, will support us.'" <sup>1</sup>

In April, 1775, six regiments were ordered by the Provincial Congress of Connecticut to be organized for the defence of the colony. In May, a distinguishing standard of solid color was ordered for each regiment. For the first it was yellow; for the second, blue; for the third, scarlet; for the fourth, crimson; for the fifth, white; for the sixth, azure. On July 1, 1775, two additional regiments were ordered, and the colors selected for these were, for the seventh, blue; for the eighth, orange. These regiments were enlisted for a short term of service.

<sup>1</sup> American Archives," 4th series, Vol. II, p. 363.

As has been shown, the motto "Qui transtulit sustinet" had been placed upon the Connecticut standards some two months before the battle of Bunker Hill was fought; but it is doubtful if the Massachusetts motto appeared upon a Connecticut flag on that occasion, although the combination of the two mottoes was made shortly after.

The night of the battle of Bunker Hill, the defeated American troops retreated to Prospect Hill, Cambridge, where they took up a defiant stand and maintained their position till the invading British were forever driven out of Boston.

Major-General Israel Putnam took possession of Prospect Hill that night, and thereby saved Cambridge, if not the whole surrounding country from invasion. On the 18th of July, he assembled all the continental troops under his immediate command, on the height of that hill, to have read to them the manifesto of the Continental Congress, signed by John Hancock, the president, and countersigned by Charles Thompson, secretary, which set forth the causes and necessity of taking up arms against the mother country. The reading of the declaration was followed by an address and prayer, pertinent to the occasion, made by the Reverend Mr. Leonard, chaplain to General Putnam's regiment. At the close of the prayer, General Putnam gave a signal and the troops shouted "Amen," and immediately after the cannon of the fort thundered a salute as the scarlet standard of the Third Connecticut Regiment, said to have been recently presented by John Hancock to General Putnam, was unfurled. This standard bore on one side the Connecticut motto, "Qui transtulit sustinet," and on the other the recognized motto of Massachusetts, "An Appeal to Heaven." The same ceremony was observed in the other divisions.

During September, 1775, two floating batteries were launched on the Charles, and they opened a fire in the following month, upon Boston, which damaged several houses and caused much alarm. They appear to have been scows made of heavy planks, pierced near the water-line for oars, and higher up along the sides for light and musketry. A heavy gun

was placed at each end, and upon the deck were four swivel guns. Lossing's "Pictorial Field-Book of the Revolution" says their ensign was a pine-tree flag. The floating batteries of Pennsylvania, in the Delaware, carried the pine-tree flag in the autumn of 1775.

The first enactment of the Continental Congress relative to a federal navy was on the 18th of October, 1775, and cruisers were about that time fitted out and sent to sea on a three-months cruise under the pine-tree flag, but no provision for a national ensign had been made.

Under date of October 20, 1775, Colonel Joseph Reed, Washington's military secretary, wrote to Colonels Glover and Moylan, "Please fix upon some particular flag, and a signal by which our vessels may know one another. What do you think of a flag with a white ground, a tree in the middle, the motto, 'An Appeal to Heaven.' This is the flag of our floating batteries. We are fitting out two vessels at Plymouth, and when I hear from you on this subject I will let them know the flag and signal, that we may distinguish our friends from our foes."

Colonel Moylan replies: "The schooner sailed this morning. As they had none but their old colors, we appointed them a signal that they may know each other by, and be known to their friends,—as the ensign up the main topping lift." The "old colors" spoken of must have been the British ensign adopted in 1707.

From January 1 to February 1, 1776, General Washington commissioned six schooners in the following order: *Hancock*, Captain John Manley; *Lee*, Captain Daniel Waters; *Franklin*, Captain Samuel Tucker; *Harrison*, Captain Charles Dyar; *Lynch*, Captain John Ayers; and *Warren*, Captain William Burke. These schooners and the first vessels commissioned by the United Colonies flew the pine-tree flag, and the suggestion made in October by Colonel Reed, relative to the use of that flag by other vessels, seems to have been soon adopted.

The January, 1776, issue of the *London Chronicle* describing the flag of a captured cruiser, says: "There is in the

admiralty office the flag of a provincial privateer. The field is white bunting; on the middle is a green pine-tree, and upon the opposite side is the motto, 'An Appeal to Heaven.' According to English publications, privateers wearing a flag of this description were captured and carried into British ports throughout the year 1776.

Many victories achieved under the pine-tree flag might be mentioned. The capture of some thirty British vessels by the *Franklin*, under command of Captain Samuel Tucker, during 1776, is a notable record, and the origin of the flag under which he sailed is an interesting story. On March 6, 1818, Commodore Samuel Tucker wrote to the Honorable John Holmes as follows:

"The first cruise I made was in January, 1776, in the schooner *Franklin*, of seventy tons, equipped by order of General Washington, and I had to purchase the small arms to encounter the enemy with money from my own pocket, or go without; and my wife made the banner I fought under, the field of which was white, and the union green, made therein in the figure of a pine tree, made of cloth of her own purchasing at her own expense."<sup>1</sup>

The flag with a white field, a green pine-tree in the middle, and the motto, "An Appeal to Heaven," was officially adopted by the Massachusetts council in April, 1776. It passed a series of resolutions providing for the regulation of the sea service, and among them was the following:

"*Resolved*, That the uniform of the officers be green and white, and that they furnish themselves accordingly; and that the colors be a white flag, with a green pine-tree, and the inscription 'An Appeal to Heaven.'"

#### THE CONTINENTAL FLAG OF THE UNITED COLONIES

The official origin of the flag with thirteen alternate red and white stripes, representing the United Colonies, and the subjoined crosses of St. George and St. Andrew (the

<sup>1</sup> Shepard's "Life of Commodore Tucker."



“king’s colors”) in a blue canton, which was raised on Prospect Hill,<sup>1</sup> Cambridge, on the first day of January, 1776, has never been satisfactorily determined.

A great deal concerning this flag has been given in books and other publications; and it is commonly stated that the Continental Congress appointed a committee to go to Cambridge to consult with General Washington, relative to the design for a flag that would represent the thirteen colonies; but confirmation of the statement is not found in the Journal of Congress.

Congress did, on the 30th of September, 1775, appoint Benjamin Franklin, Benjamin Harrison, and Thomas Lynch, a committee to go to Cambridge and confer with General Washington relative to several urgent matters pertaining to the army under his command; but no mention is made concerning the establishment of a colonial flag; and furthermore, up to that time, there seems to have been no thought of the necessity of a common national standard.

Early in October, the committee of conference departed from Philadelphia and arrived at Cambridge about the middle of the same month. The members of the committee were in conference with General Washington for four or five days up to the 22d of October, and shortly after that date they left his camp for Philadelphia, which was reached early in November. The report of the committee, which was sub-

<sup>1</sup> A granite monument has been erected on the crown of Prospect Hill at the head of Prospect Hill Avenue, Somerville, to mark the spot where the Union flag was first raised, and upon it is the following inscription:

On this Hill  
the Union Flag, with its thirteen stripes,  
the emblem of the  
United Colonies,  
First bade defiance to an enemy,  
January 1, 1776.  
Here was the Citadel,  
the most formidable work in the  
American Lines  
During the siege of Boston,  
June 17, 1775, to March 17, 1776.

mitted to Congress, had nothing to say relative to a new standard for the army.

It will be remembered that it was on the 20th of October, at the very time that the committee of conference was in session at Cambridge, that Colonel Joseph Reed suggested in a letter that the pine-tree flag with the motto, "An Appeal to Heaven," be worn by the vessels of the continental navy. The opinion has been expressed that Colonel Reed, who was secretary to the conference committee, suggested to them the adoption of the Union flag for the army, which they were then engaged in reorganizing, and that the design was given their approval. General Hamilton and other writers favor the opinion that Colonel Reed suggested this modification of the British ensign for the use of the continental army.

Relative to this standard, Admiral Preble says :

"The official origin of the grand Union striped flag at Cambridge, and the striped flags worn by the fleet of Commodore Hopkins, is involved in obscurity. It is singular that no mention of their official establishment can be found in the private diaries of the times, the official or private correspondence since made public of the prominent actors of the Revolution, the newspapers of the times, or the journals of the Provincial and Continental Congresses. We only know, from unimpeached testimony, that there was a striped continental flag, representing the majesty and authority of the thirteen United Colonies."

Colonel Nicholas Smith, in his recently published book entitled "Our Nation's Flag," says the works of Franklin do not associate the Union flag with the official duties of the conference committee at Cambridge.

A book on colonial and revolutionary flags, published some years ago, says that the Colonial Congress, in the fall of 1775, appointed Messrs. Franklin, Harrison, and Lynch as a committee to consider and recommend a design for a colonial flag, and that the committee reached Cambridge on the morning of December 15, 1775, and completed their duties before midnight of that day. Nearly twenty pages are devoted to

the discussions that were engaged in by the committee, General Washington, and two or three unnamed persons, relative to the design of a flag for the standard of the army and navy. It is stated that the union design was unanimously approved by the committee and adopted by General Washington, but the author fails to give his authority for that and other statements given in the book, relative to the Cambridge flag.

The design of the continental flag was not original. It was similar to that of the English East India Company in every respect except one; the canton bore the subjoined crosses of St. George and St. Andrew on a blue ground (the then British Union Jack), instead of the cross of St. George alone on a white ground. The ships of this company as early as 1704 had worn a flag having thirteen horizontal red and white stripes with the cross of St. George in a white canton. In the following year the number of stripes was reduced to ten, and in 1737 the flag was pictured with thirteen stripes. The ships of this company were frequent visitors to Boston Harbor; and their flag, which writers say at the time of the Revolution contained thirteen stripes precisely similar to those on the continental flag, was a familiar sight to the colonists.

One writer suggests that the continental flag may have been formed by placing six white stripes across the red ensign of the United Kingdom, then in use.

A flag worn by American vessels during the early part of the Revolution, composed of thirteen horizontal alternate red and white stripes alone, was an exact copy of a signal used in the British fleet. This flag cantoned with the Union Jack of the United Kingdom would have been a counterpart of the continental flag; and it is not impossible, some writers say, that the American flag was formed in that way.

It has been suggested that the stripes on the continental flag, as a symbol of union, were derived from the national tricolor of the Netherlands, which since 1650 has consisted of three horizontal stripes of red (uppermost), white, and blue.

The first American flag known to have the thirteen stripes

was the standard presented by Captain Abram Markoe to the Philadelphia troop of light horse in the summer of 1775. In the upper left-hand corner are thirteen horizontal alternate blue and white stripes; and as this banner was borne by this troop when it escorted Washington from Philadelphia to New York, while he was en route to take command of the army at Cambridge, it is thought possible that sight of this standard may have led to the adoption of the stripes on the flag that was raised on Prospect Hill some six months afterward.

R. A. Campbell, in "Our Flag," expresses the opinion that the stripes were not originally on the flag. "The probability is," he says, "that the thirteen stripes were not originally upon the flag, but that they were introduced at a time subsequent to its presentation. Upon this point, however, there is room for a difference of opinion."

Another theory as to the origin of the stripes is that they were suggested by the stripe or ribbon that was worn to distinguish the different grades in the Continental Army of 1775, which was without uniforms. This may have suggested the same device for representing the United Colonies. One writer says:

"It is not probable that another instance can be found in the history of nations, where a revolting people placed upon their standard the emblem of the nation against which they were contending. It was a peculiar flag, indeed; the thirteen stripes were emblematic of the union of the colonies, and the subjoined crosses represented the still-recognized sovereignty of England."

This standard was variously called "The Union Flag," "The Grand Union Flag," and "The Great Union Flag," the last-mentioned name having been given to it by a writer in the *Philadelphia Gazette* of January 15, 1776, who, in explanation of the use of that name, said the flag indicated the union of the colonies as the Great Union flag of Great Britain did that of England and Scotland.

The display of this standard before Washington's army

marked an era in the affairs of the colonies, as it was the first to be raised that symbolized the union of the thirteen sections. This flag was given considerable attention in contemporary American and English publications, and those of later times at home and abroad.

Carlo G. G. Botta, in his "History of the American War of Independence," says :

"The hostile speech of the king at the meeting of Parliament had arrived in America, and copies of it were circulated in the camp. It was announced there, also, that the first petition of Congress had been rejected. The whole army manifested the utmost indignation at this intelligence; the royal speech was burnt in public by the infuriated soldiers. They changed at this time the red ground of their banners, and striped them with thirteen lists, as an emblem of their number, and the union of the colonies."

General Washington, writing to Colonel Joseph Reed, his military secretary, under date of January 4, 1776, says :

"We are at length favored with a sight of his majesty's most gracious speech, breathing sentiments of tenderness and compassion for his deluded American subjects. The echo is not yet come to hand, but we know what it must be; and, as Lord North said (and we ought to have believed and acted accordingly), we now know the ultimatum of British justice. The speech I send you. A volume of them was sent out by the Boston gentry; and, farcical enough, we gave great joy to them, without knowing or intending it; for, on that day, the day which gave being to the new army, but before the proclamation came to hand, we had hoisted the Union flag in compliment to the United Colonies. But behold! it was received in Boston as a token of the deep impression the speech had made upon us, and as a signal of submission. So we hear, by a person out of Boston, last night. By this time, I presume, they begin to think it strange that we have not made a formal surrender of our lives."

The *British Annual Register*, for 1776, says: "The arrival of a copy of the king's speech, with an account of the fate of the petition from the Continental Congress, is said to have

excited the greatest degree of rage and indignation among them; as a proof of which, the former was publicly burnt in camp; and they are said, on this occasion, to have changed their colors from a plain red ground, which they had hitherto used, to a flag with thirteen stripes, as a symbol of the number and union of the colonies."

The flag with a plain red ground referred to was very likely the scarlet standard of the Third Connecticut Regiment, which was raised on Prospect Hill on the 18th of July, and had probably continued to fly there until the Union flag was hoisted.

Although the colonial Union flag does not seem to have been generally adopted on land, contemporary accounts furnish evidence of its display by continental and colonial vessels on several occasions. Proof that the American fleet in command of Admiral Hopkins sailed under this flag in February, 1776, is presented in the following letter:

"NEWBURN, NORTH CAROLINA, February 9, 1776.

"By a gentleman from Philadelphia, we have received the pleasing account of the actual sailing from that place of the first American fleet that ever swelled their sails on the Western Ocean, etc.

"This fleet consists of five sail, fitted out from Philadelphia, which are to be joined at the capes of Virginia by two more ships from Maryland, and is commanded by Admiral Hopkins, a most experienced and venerable sea captain.

"They sailed from Philadelphia amidst the acclamations of thousands assembled on the joyful occasion, under the display of a Union flag, with thirteen stripes in the field, emblematical of the thirteen United Colonies."<sup>1</sup>

Admiral Hopkins sailed his fleet into the West Indian waters and captured New Providence, this being his first achievement as commander-in-chief. From a letter written by a resident of that island, under date of May 13, 1776, to the *London Ladies' Magazine*, we learn that the American fleet displayed two colors on that occasion, the Union flag and

<sup>1</sup> "American Archives," 4th series, Vol. IV, p. 965.

that of the commander-in-chief, which was the rattlesnake flag with a yellow field presented by Colonel Christopher Gadsden.

Following is an extract from the letter which appeared in the July, 1776, issue of the magazine:

"The colors of the American fleet were striped under the *Union*, with thirteen strokes called the Union Colonies, and their standard, a rattlesnake; motto, — 'Don't Tread on Me!'"

We learn from the "American Archives" that the first display of the continental Union flag in Boston was on March 17, 1776, the day that town was evacuated by the British. On the afternoon of that day a detachment of the American army marched through the streets of Boston and this standard was borne by Ensign Richards.

That this flag was displayed by a British vessel, to ensnare the captains of two American ships, is shown by a letter written April 10, 1776, at Williamsburg, Virginia, of which the appended is an extract. "The *Roebuck* (a British cruiser) has taken two prizes in Delaware Bay, which she decoyed within her reach by hoisting a continental Union flag." Confirmation of this letter is found in the *Pennsylvania Evening Post* of June 20, 1776, which gives the affidavit of Mr. Barry, master's mate of the ship *Grace*, captured by the *Roebuck*.

Admiral Preble says the first American vessel of war to show the continental flag to the European world was the *Reprisal*. Willis J. Abbot in "The Naval History of the United States" simply calls the ensign worn by the *Reprisal* the American flag, and J. Fenimore Cooper's "History of the Navy of the United States" makes no mention of the flag displayed by this vessel.

That the *Royal Savage* wore the continental Union flag on Lake Champlain in the summer and autumn of 1776 is proved by the following statement from Benson J. Lossing:

"Among the voluminous papers left by Gen. Philip Schuyler, and now in my possession, is a sketch, in water colors, of the

schooner *Royal Savage*, one of the little fleet on Lake Champlain, in the summer and autumn of 1776, which was commanded by Benedict Arnold. This drawing is endorsed in the handwriting of General Schuyler, 'Capt. Wyncoop's Schooner.' Wyncoop was from Kingston, Ulster County, New York, and commanded the *Royal Savage*. At the head of the main-mast in the drawing, is a flag composed of thirteen stripes, alternate red and white, and in the corner where the white stars on a blue field, in our national flag appear, is the British union — the crosses of St. George and St. Andrew. This is 'proof positive' and for the first time, absolutely settles the question, what was the device of the Union flag mentioned by Washington.

"B. J. LOSSING.<sup>1</sup>

"NEW YORK, May, 1857."

Notwithstanding the adoption of the Grand Union flag, standards of various devices and mottoes continued in use at sea and on land. The pine-tree flags were carried by continental and colonial vessels and were worn by the floating batteries on the Delaware, that were placed there for the defence of Philadelphia as late as 1778. A flag occasionally displayed by American vessels was one composed of thirteen horizontal alternate red and white stripes, without a canton, which was a counterpart of a well-known signal used by British naval vessels. Modifications of this design shown in yellow and white and yellow and black bars were used by continental and American privateer vessels. Such flags were probably displayed by the continental cruisers in foreign waters to decoy British vessels.

The rattlesnake flag of thirteen horizontal alternate red and blue, and sometimes red and white, stripes, with the common motto, was used by the militia and also by vessels of the American navy in the summer following the adoption of the Grand Union flag, as we learn from a letter written by John Jay in July, 1776.

Standards of original designs and mottoes were adopted for the militia of different sections, and some of them con-

<sup>1</sup> "Historical Magazine," Vol. I, p. 185.



tinued in use until the close of the Revolution. Accounts of the more famous ones follow.

The appended interesting accounts of five noted militia flags pertaining to the revolutionary period were contributed under date of January 29, 1903, by Norman D. Gray, First Assistant Librarian of the Pennsylvania State Library, at Harrisburg.

#### (1) WESTMORELAND COUNTY FLAG

This flag, yet in existence, is made of heavy crimson watered silk. In the right upper corner, the cross of St. George;<sup>1</sup> in centre, a rattlesnake coiled, with head erect in the attitude of striking; underneath on a scroll, the words, "Don't Tread on Me"; above, the letters "J. P." over those of "I. B. W. C. P." These stand for John Proctor, First Battalion Westmoreland County Provincials.<sup>2</sup>

#### (2) FLAG OF HANOVER ASSOCIATORS

A description of this flag is given in a letter of Colonel Timothy Green, commanding the Hanover battalion. It was of crimson watered silk, six feet long by five and one-half wide. It bore a figure in the garb of a frontier rifleman, with gun ready, underneath being the motto, "Liberty or Death."<sup>3</sup>

<sup>1</sup> Preble's history gives an illustration of this flag, which is cantoned with the English Union Jack of 1707; that is, with a St. George's red and St. Andrew's white cross on a blue field. Preble says the flag is six feet four inches long by five feet ten inches wide. It is somewhat faded, and, where painted, cracked and broken, and the covering and fringe of the two tassels have been worn almost away; otherwise the flag is in good condition. The painting is alike on both sides.

<sup>2</sup> This flag was carried by Colonel Proctor's regiment throughout the war, and was at the battles of Trenton, Princeton, and in other engagements. On the death of Colonel Proctor it passed to the next senior officer, and thus was handed down to General Craig, who was the last surviving officer, it coming into his possession about a hundred years ago.

<sup>3</sup> The Hanover Associators (or Volunteers) originated at a meeting on June 4, 1774, of the inhabitants of Hanover, Lancaster County, Pennsylvania. Resolutions were there adopted, "That in the event of Great Britain attempting to force unjust laws upon us by the strength of arms, our cause we leave to Heaven and our rifles." The flag of the Hanover riflemen was also adopted by the committee at the same time.

### (3) FLAG OF THE FIRST REGIMENT OF THE CONTINENTAL ARMY

On the 1st of January, 1776, the new army organization commenced, and the rifle battalion became the first regiment of the Continental Army. Its total strength is reported at six hundred and ninety-three officers and men. On the 6th of January Major Magaw was commissioned colonel of the Fifth Pennsylvania (and upon the return of Lieutenant-Colonel Hand from furlough, received in November), on the 2d of February, Colonels Thompson and Magaw set off for Pennsylvania, leaving Hand in command. The latter writes on the 8th of March:

"I am stationed on Cobble's Hill, with four companies of our regiment. Two companies, Cluggage's and Chambers', were ordered to Dorchester on Monday; Ross and Lowdon relieved them yesterday. Every regiment is to have a standard and colors. Our standard is to be a deep green ground, the device a tiger partly enelosed by toils, attempting the pass, defended by a hunter armed with a spear (in white), on crimson field the motto, 'Domari nolo' (I refuse to be subjugated)."<sup>1</sup>

This standard is now in the possession of the State of Pennsylvania, having been recently purchased by Hon. M. S. Quay, Secretary to the Commonwealth, from Thomas Robinson, Esq., grandson of Lieutenant-Colonel Thomas Robinson, of the First Pennsylvania.

<sup>1</sup> This regiment served throughout the war, beginning at Boston in 1775 and ending at James Island, South Carolina, in May, 1783, whence it embarked for Philadelphia on the 11th of that month, soon after hearing of the cessation of hostilities. It traversed nearly every State, and this standard was carried during the skirmishes in front of Boston, the battles of White Plains, Trenton, Princeton, Brandywine, Germantown, Monmouth, Green Springs Plantation, and at the surrender of Cornwallis at Yorktown on the 19th of October, 1781. It was in the last battle of the war, which was fought at Sharon, Georgia, May 24, 1782; carried in the triumphal march into Savannah on July 11, and Charleston, South Carolina, December 14, 1782, the day it was evacuated by the British. Its record of service covers a longer period than that of any other Revolutionary flag; and it still lives to receive the homage of visitors to the flag-room in the State House at Harrisburg, Pennsylvania.

In the description given in Lieutenant-Colonel Hand's letter of his standard, is: "the device of a tiger partly enclosed by toils." In the illustration in this volume of Archives the tiger is undoubtedly a lion, as he has a mane and a tuft on the end of his tail, which no tiger ever had. [See "Pennsylvania Archives," 2d series, Vol. X, p. 12, 1880 edition.]

#### (4) FLAG OF PHILADELPHIA LIGHT HORSE

The standard of the light horse of Philadelphia of bright yellow silk is forty inches long and thirty-four inches broad. Its canton is twelve and one-half inches long and nine and one-half inches wide, and is of thirteen blue and silver stripes alternating. In the centre a shield of blue with scrolled edging of gold. The crest is a horse's head, bay, with a white star on the forehead. Over the head of the charger is the monogram "L. H." (Light Horse). The supporters are, to the right, an American Indian, to the left, an angel blowing a golden trumpet. Underneath on a scroll the motto, "For these we strive." This standard was engraved for the History of the City Troop, published in 1874, its centennial. [Page 4, Vol. XIV, 2d series, "Pennsylvania Archives," 1892 edition.]

The Philadelphia troop of light horse was organized on the 17th of November, 1774, with a membership of twenty-eight gentlemen of the highest respectability. Abram Markoe, a Dane, was elected captain, but on account of an edict issued by Christian VIII, King of Denmark, on the 4th of October, 1775, forbidding his subjects to engage in the war against Great Britain, under penalty of confiscation of property, he resigned his commission late in 1775. While still captain of the troop he presented his company its first standard, which is described above.

Washington accepted his commission as commander-in-chief of the colonial forces on the 19th of June, 1775, and on the 23d of that month he left Philadelphia for Cambridge to assume the command of the army. He was accompanied by the Massachusetts members of the Continental Congress

and many others, with music, and officers of militia, under escort of the Philadelphia Light Horse. It is believed by writers of authority that this famous standard was borne by the troop when it accompanied Washington from Philadelphia to New York at that time.

The English East India Company had had stripes upon its flag for years before the creation of the standard for the Philadelphia troop, but the earliest use of stripes on an American flag is believed to have been when they were placed upon the banner of the Philadelphia troop of Light Horse in 1775.

Some thirty years ago when this banner had nearly reached the century mark, evidences of its great age were apparent and means were taken for its careful preservation. The troop had a handsome black walnut frame made in the form of a screen, in which were fastened two pieces of plate-glass, between which the flag was placed. In 1874, when the troop's armory was constructed, a fireproof safe was built for the special purpose of containing this frame. This relic of the Revolutionary period is sacredly guarded with a jealous care by its custodians.

#### (5) PULASKI'S BANNER

By a resolution of Congress, passed the 28th of March, 1778, Count Casimir Pulaski was authorized to raise and organize a corps of sixty-eight light horse and two hundred foot. This was known as Pulaski's Legion, and was recruited chiefly in Pennsylvania and Maryland. . . .

According to the Bethlehem diary, Pulaski arrived there on the 16th of April, 1778, and mention is made of him on the 18th of May following. It was during this interval that the banner, which forms a frontispiece to this volume, was made. For years it was received as a fact that the banner had been presented the gallant Pole by the Moravian Single Sisters of Bethlehem, as a token of their gratitude for the protection Pulaski had afforded them, surrounded as they were by a rough and uncouth soldiery; but recent investigations go to show that the General, on visiting the Sisters' house, saw

their beautiful embroidery, and that he then ordered them to prepare a small cavalry banner for his legion, and that the whole transaction was a simple business one. Be this as it may, the banner is one of historic interest and value, and the truth does not detract from the romantic associations clustering around it. When Pulaski fell mortally wounded, before Savannah, in the autumn of 1779, Paul Bentalou, of Baltimore, one of his captains, was beside him and was carried with him on board the United States brig *Wasp*, and was with him when he died.

Pulaski was not buried on land, as Lossing says, but, according to Bentalou, who was present, was consigned to a watery grave. The banner was secured by Captain Bentalou, and for more than forty years was hid from the public eye. It subsequently passed into the possession of the Maryland Historical Society, where it now remains. The editors are indebted to the Reverend E. A. Dalrymple, D.D., of Baltimore, for the following description and present condition of it:

“The Banner is twenty inches square, and was attached to a lance when borne on the field. Externally it is of a dingy brown on both sides. It is composed of two pieces, and by separating them, — which is easily done, inasmuch as the sewing has ripped asunder, — the original colors are very readily and certainly determined. 1. The ground, or a piece of silk for both sides, is crimson. 2. The exploding hand grenades in the lower four corners of the banner are bright yellow silk, relieved with white, to show distinction in the flames. 3. The ball of the eye is light brown; the pupil is dark brown. 4. The rays around the eye are bright yellow. 5. The letters are yellow and shaded with green, — that is, the letters are two thirds of bright yellow silk and one third of green silk; the ‘U. S.’ the same. 6. The bordering near the edges of the banner is bright yellow and green, exactly like the letters. 7. The fringe was of silver, or some white bullion; it is (or was) metallic; though now tarnished or dark. 8. The stars are bright yellow.”

As will be seen by reference to the banner, on one side are the letters “U. S.” and, in a circle around them, the words,

"Unitas Virtus Forcior" (Union makes valor stronger). The letter "c" in the last word is incorrect; it should be a "t." On the other side, in the centre, is the All-seeing Eye, with the words, "Non Alius Regit" (No other governs).

The poet Longfellow has thrown around this banner of Pulaski such a charm and beauty, that, were not his verses so wanting in historic truth, we should be tempted to quote them.

[For this reference see "Pennsylvania Archives," 2d series, Vol. II, p. 159, edition 1891.]

Albert Kimberly Hadel, M.D., of Baltimore, Registrar General of the Society of the War of 1812, sent the following, under date of September 9, 1902:

"The history of this banner is extremely interesting. In 1778 Count Casimir Pulaski (in Polish, Kazamierz Pulawski) was appointed a Brigadier General in the Continental Army. On the 15th of September, 1777, just after the battle of Brandywine, in which he participated, he was honored with the command of the cavalry, but within a few months resigned this honor and asked for and obtained permission from Congress to raise and command an independent corps, to consist of sixty-eight horse and two hundred foot.

"The mode of raising was left to the direction of General Washington. This corps was chiefly raised and finally organized in the City of Baltimore. In March, 1778, Pulaski visited Lafayette while that wounded officer was a recipient of the pious care and hospitality of Moravians at Bethlehem, Pennsylvania. His presence and eventful history made a deep impression upon the minds of that community, having been outlawed in Poland for leading insurgents in the revolution for liberty before coming to America.

"When it became known that the brave Pole was organizing a corps of cavalry in Baltimore, the nuns of Bethlehem prepared a banner of crimson silk, with designs beautifully wrought with the needle by their own hands, and sent it to Pulaski with their blessing."<sup>1</sup>

The memory of the event is embalmed in verse by Longfellow, known as the "Hymn of the Moravian Nuns at the

<sup>1</sup> It will be noticed that Librarian Gray says, "that the whole transaction was a simple business one," as shown by recent investigations.

Consecration of Pulaski's Banner." Pulaski received the banner with grateful acknowledgments, and bore it gallantly through many a martial scene, until he fell in conflict in Savannah in the autumn of 1779. After he fell, his banner was saved by his first lieutenant (who had received fourteen wounds) and delivered to Captain Bentalou, who, retiring from the army, took the banner home to Bethlehem.

Pulaski's banner was carried in the procession which welcomed Lafayette to Baltimore in 1824. Following that event it was deposited in Peale's Museum, it being given a ceremonious reception by young ladies of Baltimore. In 1844, Mr. Edmund Peale presented the flag to the Maryland Historical Society, where it has since been carefully preserved in a glass case. It now shows little of its former beauty as it lays sleeping in its resting place.

On August 27, 1776, a battle was fought at Long Island, New York, between 15,000 Americans under Generals Washington, Putnam, Sullivan, and Lord Sterling, and 24,000 British and Hessians under Generals Howe, Clinton, Percy, Cornwallis, Grant, and De Heister. The British troops were victorious, and soon afterward occupied the City of New York and the country of the lower Hudson.

According to a Hessian account of this battle, a troop of some fifty Americans, who had lost their way, or had been cut off from their countrymen, surrendered to Colonel Rhal, commander of a Hessian regiment. An under officer of the regiment seized the American colors and was about to present them to Colonel Rhal, when General Von Merbach arrived, and attempted to snatch them from the hands of the under officer. Rhal said, "By no means, General; my grenadiers have taken those colors, they shall keep them, and I shall not permit any one to take them away." The captured flag was dark red, with the motto, "Liberty." Very likely this was a company flag.

After the battle of Long Island, the American forces under General Washington rallied at Chatterton Hill, near White

Plains, New York, where they were attacked on Oct. 28, 1776, by the British and Hessians under Generals Howe, Clinton, Knyphausen and De Heister. Each party claimed the victory, but the British may be said to have been defeated, as General Washington maintained his position until the 30th.

An old English engraving of this battle represents the Americans carrying a flag with a white field, in which is a crossed sword and staff, the latter surmounted by a liberty cap; above the design is Patrick Henry's motto, "Liberty or Death."

#### THE FLAG OF THE COMMANDER-IN-CHIEF'S GUARD

The flag, frequently designated as that of "Washington's Life Guard" (a term resolved by Congress on April 15, 1777, to be a misnomer), originally consisted of white silk on which the following device was painted: One of the guard was represented holding a caparisoned horse, and in the act of receiving a banner or pennon from the Genius of Liberty, who was personified as a woman leaning upon a Union shield, near which is the American eagle. The figures stood upon a green ground, and overhead on a ribbon was the motto of the corps, "Conquer or Die." The figure of the guard was in the uniform adopted for the corps, a blue coat with white facings, white waistcoat and breeches, black half-gaiters, a cocked hat with a blue and white feather, and sword and cross belt. The female figure was robed in light blue.

The original flag was owned by Mr. George Washington Parke Custis, the adopted son of General Washington, and was deposited by Mr. Custis in the Museum at Alexandria, Virginia, with many other valuable relics, including British flags, captured at Trenton and Yorktown, and one that belonged to Morgan's Rifle Corps. The entire collection was accidentally destroyed by fire at the burning of the museum several years after the close of the Civil War.<sup>1</sup>

<sup>1</sup> For this description the author is indebted to a pamphlet entitled, "Flags and Banners, 1903," published by the Pennsylvania Society of Sons of the Revolution.



An accurate description of the flag given recently by an aged resident of Alexandria, Virginia, who had often seen it, corresponds exactly to that given by Lossing in his "Field Book of the Revolution." The flag was about two feet in length.

#### EUTAW FLAG

The origin of the battle flag of the cavalry troop commanded by Colonel William Augustine Washington, a distant relative of General Washington, is a romantic and interesting story. In 1780, Colonel Washington at the head of his cavalry force came from Virginia to South Carolina, where he met Miss Jane Elliott at her father's house, which was some ten miles west of Charleston. Between the two a strong attachment was formed, which soon ripened into mutual love. In the fall of 1780, the colonel paid a brief visit to his *fiancée*, and when about to take his departure, in response to her remark, "that she would look out for news of his flag and fortune," he replied that his corps had no flag. With a ready resource inherent to her sex Miss Elliott seized her scissors, and cutting a square section from a red damask drapery, she presented it to him with the remark, "Take this, Colonel, and make it your standard." This banner, ornamented with fringe and mounted on a hickory pole, was borne at the head of Colonel Washington's cavalry until the close of the war.

This crimson standard was carried at the battle of Cowpens, South Carolina, January 17, 1781, where the American forces under General Morgan defeated the British under Colonel Tarleton. After that victory the flag was known as "Tarleton's Terror." For a second time it waved over the defeat of the British forces under Colonel Stuart, who fought the Americans under General Greene at Eutaw Springs, South Carolina, September 8, 1781. Following that battle it became known as the Eutaw flag, a name it has retained ever since.

This flag was presented to the Washington Light Infantry of Charleston by Mrs. Jane Elliott Washington in 1827, on the 19th of April, the anniversary of the battle of Lexington. This highly valued souvenir of the Revolutionary period is

still in the possession of that organization. It has been loaned on several occasions: the centennial of the battle of Bunker Hill, for display by the Centennial Legion at Philadelphia, July 4, 1876, and at the celebration of the one hundredth anniversary of the battle of Cowpens, January 17, 1881.

## THE STARS AND STRIPES

## THIRTEEN STARS AND THIRTEEN STRIPES

*From June 14, 1777, to May 1, 1795*

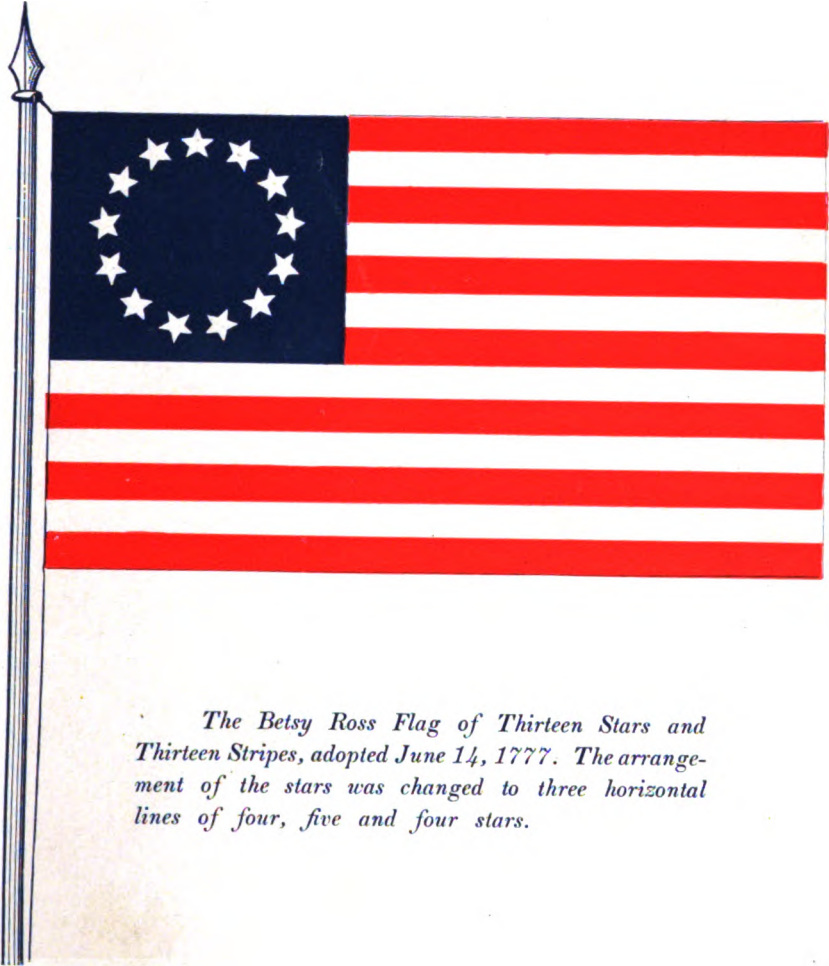
**T**HE American flag is a growth rather than a creation, and several suggestions have been advanced relative to its composition. Various writers have presented different reasons for selecting the stars and stripes, which embellish our national emblem.

As our national flag was formed from the continental Union flag, by replacing the two crosses in the canton by thirteen stars, its only original feature, the theories presented as to the origin of the stripes on the latter will apply to the history of the former, while in process of evolution.

A few writers have favored the opinion that both stars and stripes on our national emblem were derived from the coat of arms of General George Washington's family, which, by a remarkable coincidence, contains both devices; but beyond that striking resemblance no other evidence has ever been produced to show that they were taken from the arms of the Washington family. Those who have thoroughly investigated the subject say that no mention of any connection of the Washington escutcheon with our national flag has been found in Washington's correspondence or writings, neither is it alluded to in the published correspondence of his contemporaries. These investigators further say that, had the devices been derived from his arms, it seems certain that Washington, or some associate, would have very likely mentioned the honor that their selection conferred upon him.

That neither the stars nor stripes were derived from the Washington coat of arms is shown by Washington himself, in

# DAY OF CALIFORNIA



*The Betsy Ross Flag of Thirteen Stars and Thirteen Stripes, adopted June 14, 1777. The arrangement of the stars was changed to three horizontal lines of four, five and four stars.*

TO THE  
LIBRARY

a grand sentiment on our national flag, which he gave in these words :

“ We take the star from Heaven,<sup>1</sup> the red from our mother country, separating it by white stripes, thus showing that we have separated from her, and the white stripes shall go down to posterity representing liberty.”

It will be noticed that the suggestion expressed elsewhere, that the stripes on the continental Union flag, the immediate predecessor of our national emblem, may have been formed by placing six white stripes across the red ensign of the United Kingdom, accords with what Washington said.

Historian Benson J. Lossing would never believe that the Washington arms were the beginning of the flag, and so expressed himself in a letter to Thomas Gibbons. He thought the stripes may have been suggested by the flag of the English East India Company, with which the colonists in the seaports had long been familiar.

The idea of the adoption of stars as a device for a national standard may have originated in Boston, as the earliest known suggestion of a star for an American ensign appeared in the *Massachusetts Spy* of March 10, 1774, more than three years prior to the establishment of the Stars and Stripes. In a song written for the anniversary of the Boston Massacre (March 5, 1770), the author gives his poetic prophecy in these words :

“ A ray of bright glory now beams from afar,  
The American ensign now sparkles a star  
Which shall shortly flame wide through the skies.”

A white star appeared upon an American flag some two years prior to the adoption of the Stars and Stripes, but that was on the forehead of the bay charger, which embellished the standard of the Philadelphia troop of Light Horse.

During the Revolution the Rhode Island battalion carried

<sup>1</sup> This alludes to “a new constellation,” spoken of in the flag resolution of June 14, 1777.

standards with a white field bearing a blue anchor, over which is the word "Hope" in white letters, and a blue canton with thirteen five-pointed white stars. The date of their presentation is not known, but it was undoubtedly subsequent to the adoption of the Stars and Stripes by the Continental Congress.

It is apparent that the stars upon the United States flag are its only distinctively American feature, and the last unfolding in the evolution of our national emblem occurred when they were substituted for the subjoined crosses of St. George and St. Andrew in the canton of the continental Union flag, that being the only change necessary to produce the Stars and Stripes.

It was not until nearly a year subsequent to the Declaration of Independence that the first legislation relative to the establishment of a national flag was enacted. On June 14, 1777, the American Congress in session at Philadelphia adopted a resolution which reads as follows :

**"Resolved,** That the flag of the thirteen United States be thirteen stripes, alternate red and white ; that the union be thirteen stars, white in a blue field, representing a new constellation."

The Journal of Congress is silent as to the name of the member or committee that introduced this resolution, and neither is there any record of the discussions that may have, and probably did, precede the adoption of our national emblem. It is a matter of great regret that no record of the father's name or of the circumstances attending the birth of the Stars and Stripes has ever been found.<sup>1</sup>

<sup>1</sup> The *Washington Post*, of June 14, 1905, republished an article relative to flags pertaining to the Revolutionary period that was written by George M. Vickers and printed in the *Columbus Dispatch*. Concerning the Stars and Stripes this interesting information is given :

"Early in June, 1777, while startling rumors of an invasion from Canada by an immense army under Burgoyne, and a movement by Lord Howe on the Quaker City itself, were circulating, a committee was appointed to study designs for a national flag. Concerning the membership of this committee little is actually known. Still this much is history : That stern old John Adams, the austere Puritan of Massachusetts Bay Colony, was its master spirit. After numerous sessions, during which the banners of various colonies and the repre-

It will be noticed that the resolution says that the union of the flag be thirteen white stars in a blue field, representing a new constellation. This description of the new emblem in the canton, which was to represent the union of the States, has led some writers to believe that the constellation of Lyra, which implies unity and harmony, was in mind. Lyra (the Lyre or Harp) is a northern constellation, its brightest star, Vega, which is of the first magnitude, being a white or bluish color, and this heavenly cluster may have suggested the adoption of stars to represent the new group of States among the nations of the earth.

The first flag displayed under this resolution bore thirteen stars in a circle, and although the constellation of Lyra consists of the required number of stars, to give a representation of it in the canton of a flag would be neither easy nor acceptable. The arrangement of the stars for the figure of a national flag device was new and attractive, and, being disposed in a circle, they symbolized the perpetuity of the union of the States.

There was an unexplained delay in making a public announcement of the adoption of the national emblem. The resolution was published in the papers in August, but the design of the new flag was not officially promulgated by Congress until September 3.

The credit of making the first flag combining the stars and stripes is generally given to Mrs. Betsy Ross, and the story of its making is somewhat familiar to all. Betsy or Elizabeth Griscom, was the fifth daughter of Samuel and Rebecca (James) Griscom, and was born January 1, 1752. She was married when quite young to a John Ross, son of the Reverend Æneas Ross, an Episcopal clergyman of New Castle, Delaware, whose brother, the Honorable George Ross, became one of the signers of the Declaration of Independence. George Ross was interested in the furnishing of cannon balls with, perhaps,

sentations of the larger colonies in the Continental Army were carefully scrutinized, the committee made its report on the memorable 14th of June."

The authority for the statements relative to the sessions of the committee and John Adams, is not given.



other military stores for the colonial defence, and it was while on guard at night over these, with other young men, that the nephew, John Ross, received an injury, from the effects of which he died in January, 1776.

It was during her widowhood that Betsy Ross made the first Stars and Stripes. For a second husband she married Captain Joseph Ashburn, who died a prisoner of war in the Mill Prison, England, and for a third, John Claypoole, who died August 3, 1817.

The American Flag House and Betsy Ross Memorial Association was established June 14, 1898, for the purpose of raising funds, by a popular subscription, for the purchase and preservation of the historic building, situated at No. 239 Arch Street, Philadelphia, Pennsylvania, in which the first flag of the United States of America was made by Betsy Ross, and to erect a national memorial in honor of this illustrious woman.

No one was permitted to subscribe more than ten cents, for which a certificate of membership in the association was given. Subscriptions were received from every State and Territory, and many foreign countries were represented in this movement to save the old Flag house and honor the maker of the first Stars and Stripes.

On December 14, 1905, the final payment of \$25,000, the purchase price of the house, was made, and the association will turn the house over to the Federal Government as a historic shrine.

The writer is indebted to the grandsons of Betsy Ross, Mr. William J. Canby and Mr. George Canby, for interesting and very valuable information relative to the making of the first flag. Congress appointed General Washington, Colonel George Ross and Robert Morris a committee "authorized to design a suitable flag for the nation," and they called upon Mrs. Ross, who was conducting an upholstery business on Arch Street, below Third, in Philadelphia. Washington had frequently called upon Mrs. Ross before his appointment as commander-in-chief of the army, and knew her skill with the

needle, having employed her to embroider his shirt ruffles and do needle work of other kinds.

Mrs. Ross was shown a rough drawing of the flag, which was explained by General Washington. She objected to the six-pointed stars shown in the design, and suggested that they ought to have but five points. The sketch was redrawn in pencil by General Washington, the stars were changed to five-pointed, and other minor alterations were made.

The fact that in the original drawing the stars were six-pointed is strong evidence that they were not derived from the Washington arms, for those on his escutcheon are five-pointed, but one ingenious writer quotes Washington as saying that "he preferred a star that would not be an exact copy of that on his coat of arms, and he also thought a six-pointed star would be easier to make." Mrs. Ross demonstrated the ease of making a five-pointed star, by folding a piece of paper and producing one by a single clip of her scissors.

Mrs. Ross was employed for a number of years in making flags for the government, and after her death in 1836, her daughter Mrs. Clarissa Wilson succeeded to the business, and continued to make flags for the arsenals and navy yard and for the mercantile marine for many years. Being conscientious on the subject of war, Mrs. Wilson gave up the government business, but continued to make flags for the mercantile marine until 1857.

Mr. William J. Canby, in a paper on the American flag read before the Historical Society of Pennsylvania in 1870, claimed that the committee of Congress called upon Mrs. Ross, relative to the flag, in June, 1776, which was during General Washington's visit to Philadelphia, whence he had come from New York to confer with Congress upon matters pertaining to the army.

In letters written in March, 1870, and November, 1871, Mr. Canby says this claim is not based on tradition, but is from information given by Mrs. Ross to a dozen or more witnesses of whom he was one. He was eleven years old when Mrs. Ross died, and well remembered her giving the account of the

historical transaction. He also had the story from his aunt, Mrs. Clarissa Wilson, and reduced it to writing in 1857. Mr. Canby contended that the first Stars and Stripes was made immediately after the committee called upon Mrs. Ross in June 1776, and that flags of this design were in common, if not general, use, soon after the Declaration of Independence.

One explanation of the fact that there is no record of a discussion of the Stars and Stripes previous to its adoption by Congress is, that there was no occasion for the members of that body to discuss the design of a flag that had been in use for a year. Although it is claimed that the flag with thirteen stars and thirteen stripes came into being with the Declaration of Independence, evidence of its use prior to the adoption by Congress of the resolution of June 14, 1777, has never been presented by any writer on the history of our national emblem. Admiral Preble, as well as nearly every other writer on the American flag, believes that no star and stripe flag was made previous to June 14, 1777, and that the first display of the Stars and Stripes was over Fort Stanwix, New York, where an improvised national flag was raised on the 3d of August, 1777.

There is a claim that the Stars and Stripes was unfurled in a skirmish between American and British troops at Cooch's Bridge, Delaware, on the 3d of September, the day it was officially promulgated by Congress. The starry banner was displayed at the battle of Brandywine, September 11, at Germantown on the 4th of October, and when Burgoyne surrendered at Saratoga, on the 17th of that month, and thenceforward during all the battles of the Revolution.

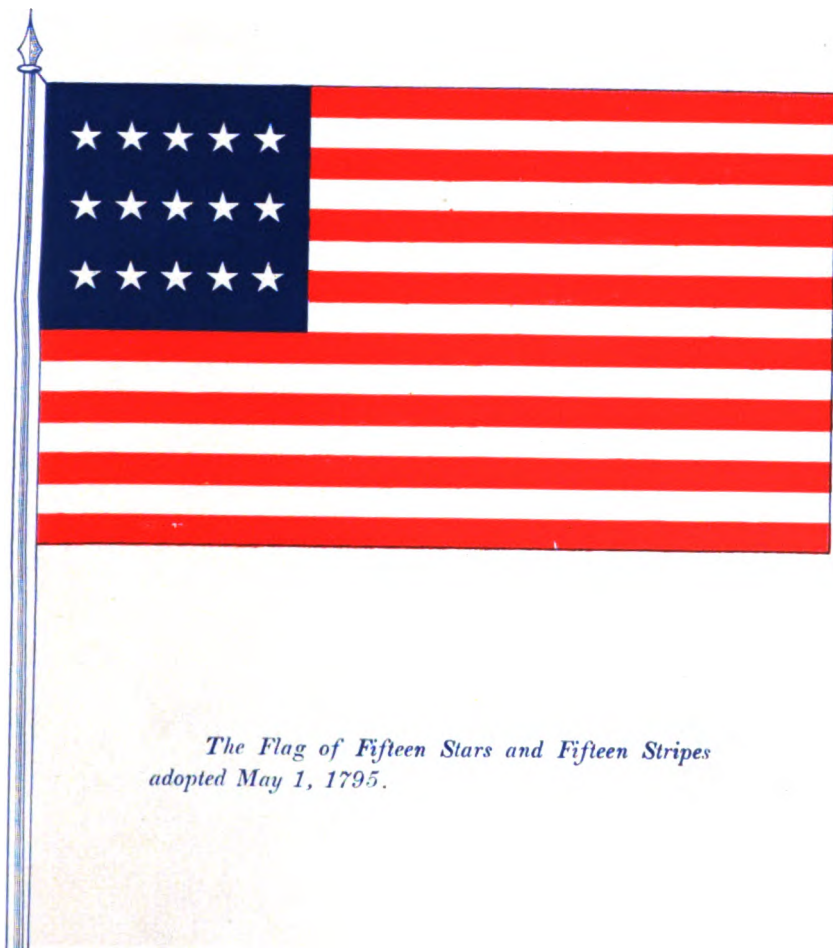
The flag with thirteen stars and thirteen stripes continued to be the national emblem until May 1, 1795.

#### FIFTEEN STARS AND FIFTEEN STRIPES

*From May 1, 1795, to July 4, 1818*

Vermont was admitted into the Confederacy of States on March 4, 1791, and Kentucky came into the Union on June 1, 1792, and in consequence of this increase in the number of

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*The Flag of Fifteen Stars and Fifteen Stripes  
adopted May 1, 1795.*

TO THE  
LIBRARY

OF THE  
MUSEUM  
OF  
ARTS  
AND  
CRAFTS

States, an act was passed by Congress increasing the stars and stripes on our national flag from thirteen to fifteen.

On the 26th of December, 1793, a bill providing for the alteration of the flag by adding two stars and two stripes to represent the new States, was introduced in the Senate by Stephen R. Bradley, a member from Vermont. The bill was passed by the Senate four days afterward, and sent to the House for concurrence, where it was taken up on January 7, 1794, and considered by a committee of the whole House.

This proposed alteration of the flag occasioned considerable debate, and much opposition was shown to the change. Several motions to amend the bill were offered and lost, and finally it was passed in its original form and approved by President Washington on the 18th of January, 1794. It was the first bill to receive the signature of the President at that session of Congress, and the following is a copy :

“ An Act making alterations in the flag of the United States.

*Be it enacted, etc.,* That from and after the first day of May, One Thousand seven hundred and ninety-five, the flag of the United States be fifteen stripes, alternate red and white, and that the union be fifteen stars, white in a blue field.”

The canton of the thirteen-stripe flags rests on a white stripe, while the blue field of these flags invariably rested on a red stripe, the ninth from the top.

This was our national standard for twenty-three years, during which three wars for the maintenance of the rights of American citizens were fought and won, that with France, 1798-1800; against Tripoli, Africa, 1801-1805; and with Great Britain, 1812-1815. It was the flag of fifteen stripes and stars which waved over Fort McHenry, in September, 1814, that inspired Francis Scott Key to write the Star Spangled Banner, and it was worn by the *Essex* when she doubled the Cape of Good Hope on March 28, 1800, and sailed around Cape Horn on the 14th of February, 1813. She had the proud distinction of being the first United States war vessel to carry our national flag beyond those capes.

## THIRTEEN STRIPES, AND A STAR FOR EACH STATE

*Since July 4, 1818*

Exactly eleven months after the change in the flag had been made, Tennessee was admitted into the Union, followed by Ohio in 1803, Louisiana in 1812, and Indiana in 1816. No provision having been made for the representation upon the national flag of States that had joined the Union since May 1, 1795, the Honorable Peter H. Wendover, a member of Congress from New York City, strongly favored a change in its form that would show their membership in the sisterhood of States.

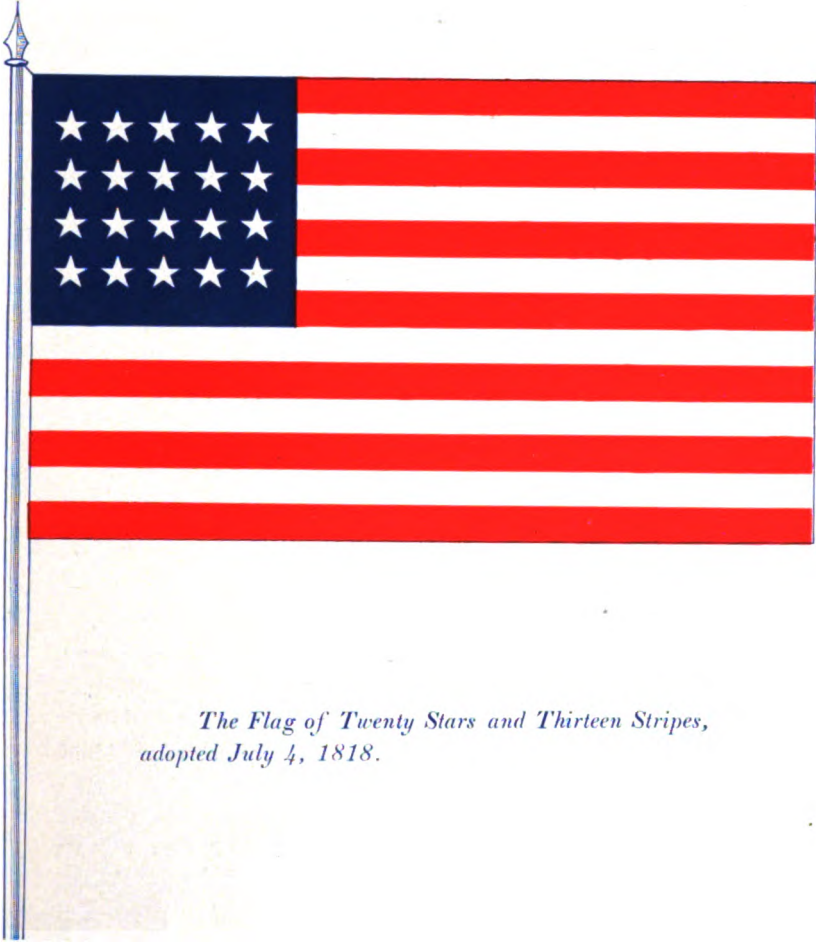
On the 9th of December, 1816, two days prior to the passage of the Act by Congress admitting Indiana into the Union, Mr. Wendover introduced a resolve in the House of Representatives to alter the flag so that it would conform to the changes in the number of States.

In the *Historical Magazine* for August, 1857, Vol. I, p. 217, there is an account of this legislation, taken from the *National Intelligencer* of July, 1854, of which the subjoined is a part:

“On the admission of Indiana into the Union, in 1816, Mr. Peter H. Wendover of New York offered a resolution, ‘that a committee be appointed to inquire into the expediency of altering the flag of the United States.’ A committee was appointed, who reported a bill on the 2d of January, 1817; but it was not acted upon. While the committee had the matter under consideration, Mr. Wendover called on Captain S. C. Reid,<sup>1</sup> who was in Washing-

<sup>1</sup> Samuel Chester Reid was born at Norwich, Connecticut, August 25, 1783, and entered the United States navy as midshipman at an early age. He served in Commodore Truxton's West India squadron in 1801, and commanded the privateer brig, *General Armstrong*, during the war of 1812. In September, 1814, while he lay at anchor in the neutral port of Fayal, he was attacked by a British squadron, under command of Captain Lloyd, which consisted of the flagship *Plantagenet*, of 74 guns, the frigate *Rota*, of 44 guns, and the brig *Carnation*, of 18 guns. These vessels were manned by more than 2,000 men, and it seemed a very unequal contest, indeed, when the British squadron bore in on the *General Armstrong*, which carried only seven guns and 90 men. The result, however, was contrary to expectation. In a two days' engagement, September 26 and 27, the

# UNIV. OF CALIFORNIA



*The Flag of Twenty Stars and Thirteen Stripes,  
adopted July 4, 1818.*



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ton at that time, and requested him to form a design of our flag, so as to represent the increase of the States without destroying its distinctive character, as the committee were about to increase the stars and stripes to the whole number of States.

"Captain Reid recommended that the stripes be reduced to the original number of thirteen States, and to form the number of stars representing the whole number of States into one great star in the Union, adding one star for every new State, thus giving the significant meaning to the flag, symbolically expressed, of 'E Pluribus Unum.' This design of Captain Reid was adopted in committee, but the bill did not pass until the next Congress, in 1818.

"Captain Reid also recommended the committee to establish a *national standard*, to be composed of four emblematical representations of our escutcheon, to be placed in the four quarters of the flag, as follows: the stars at the top in the left-hand corner, the eagle in the right-hand corner, with the goddess of liberty under the stars, and the stripes under the eagle; this standard to be hoisted over the halls of Congress, and on our ships of war, navy yards, and other public places, when visited by the President and other dignitaries.

"He also desired to make a distinction between the flags worn by our national vessels and those of the merchantmen, by simply arranging the stars in parallel lines in the union for the naval service, and forming them in one great star in the union for the merchant service. Captain Reid also proposed to adopt a national cockade upon our flag, instead of the black English cockade which our officers now wear; but these designs did not succeed before the committee."

The following extracts of letters from Mr. Wendover to Captain Reid, after his return to New York, taken from the originals, are worthy of preservation as a part of the history of our country.

British sustained a loss of nearly 300 killed and wounded, while the privateer was scuttled by Reid with a loss of only two killed and seven wounded. The violation of neutral waters by the British led to a long diplomatic dispute between Portugal and the United States, which was finally decided by Louis Napoleon, as arbitrator, against the Americans; but the British government subsequently apologized for the violation of neutrality. Captain Reid was soon afterward appointed sailing master in the United States navy, and served as harbor master and warden of the port of New York. He died in New York City, Jan. 28, 1861.

"WASHINGTON, Feb. 13, 1817.

"DEAR SIR:— . . . The flag is yet on the table; I know not when it will get to the anvil. I received the flag from Mr. Jarvis and would have presented him my thanks for his polite attention to my request, but I am so oppressed with letter-writing that I have no time to take exercise, and but little to sleep. Please present my thanks to Mr. Jarvis for his kindness to me, and the standard addressed to you accompanying it.

"I find the flag proposition is almost universally approved of, but fear the standard will have to lie over till next season.

"With much esteem, your humble servant,

"P. H. WENDOVER."

"WASHINGTON, January 27, 1818.

"DEAR SIR:— . . . As I am not a military man, I leave others to regulate the cockade. I shall attend to the 'Star Spangled Banner,' though I wish the other changed from the British to American.

"In haste, and with much esteem, yours,

"PR. H. WENDOVER."

"WASHINGTON, March 24, 1818.

"DEAR SIR:— . . . This day the first call on the docket was the 'Star Spangled Banner.' I moved to go in committee on the bill. General Smith moved to discharge the Committee of the Whole, and postpone the bill indefinitely. I appealed to that gentleman and the House to know if they were willing to thus neglect the banner of freedom.

"General Smith's motion was negatived by almost a unanimous vote, and we hoisted the 'striped bunting'<sup>1</sup> in Committee of the Whole. After I had made a few observations and sat down, Mr. Poindexter moved to strike out twenty stars and insert seven, with a view to have stripes for the old and stars for the new States; motion rejected nearly unanimously. Mr. Folger then moved to strike out twenty and insert thirteen, to restore the original flag; his motion was also negatived by a similar vote. Mr. Robertson then expressed a wish to fix an arbitrary number of stripes, say nine or eleven; but no one seemed to approve of

<sup>1</sup> To lend interest to the debate on the bill, Mr. Wendover had hoisted striped bunting.

his idea, and the committee rose and reported the bill without amendment, and the House ordered it engrossed for a third reading to-morrow by almost a unanimous vote.

"It was remarked by many that the subject came up in good time, as our flag almost blew away with the severe storm, which on Saturday was almost a hurricane. It is now completely 'ragged bunting,' and I fear we shall have to sit a part of the session without the 'Star Spangled Banner' over our heads. . . .

"Yours,

"PR. H. WENDOVER."

"P. S. March 25—Having written the within after the close of the last mail, I kept this open to inform you further as to the 'Star Spangled Banner.' The bill had its third reading this day, a little before twelve o'clock, and passed with about two, or perhaps three noes; after which Mr. Taylor moved to amend the title of the bill, and instead of *alter*, it is now, 'A bill to *establish* the flag of the United States,' which goes so much further in approbation of your plan, as the bill is now considered by our House as fixing permanently the flag, except so far as to admit in it every new planet that may be seen in our political horizon.

"I this day had our flag measured up and down the staff. It is fourteen feet four inches, but it ought to be eighteen feet hoist, and floating in the air in proportion, say twenty-seven feet; all this you know better than I do. Now, I ask the favor that you will be pleased to inform me, as soon as convenient, what a flag of that size will cost in New York, made for the purpose, with thirteen stripes and *twenty stars forming one great luminary, as per paste-board plan you handed me*. And if the bill passes the Senate soon, it is probable I shall request the captain of the late *General Armstrong* to have a flag made for Congress Hall under his direction. Please inquire as to the cost of materials, making, etc., and write me soon, that Congress, for their firm support of the bill, may, before they adjourn, see the banner raised."

"WASHINGTON, HALL OF REPRESENTATIVES.

April 6, 1818, 2 P. M.

"DEAR SIR:—Your favor of the 3d instant is this moment received. I learn with pleasure that the 'Star Spangled Banner' has fallen into good hands, and doubt not Captain Lloyd of the

*Plantagenet* (the seventy-four gun ship whose boats attacked the *General Armstrong*) once thought it was in good hands as the nature of the case would admit, and hope the 'striped' or 'ragged bunting' will ever find equal support as at Fayal.

"This morning a message was received from the President that on the 4th inst., among other bills, he approved and signed the '*bill to establish the flag of the United States.*' So that, notwithstanding the cant and flings of Coleman, Hanson, etc., in the *Evening Post* and *Baltimore Telegraph*, the proposition for the alteration of the flag has met the support of the House of Representatives, and passed as first suggested. In the Senate the bill passed unanimously. . . . On the subject of the standard, and distinctions between public and private vessels, we will confabulate when I see you.

"With much respect, yours,

"PR. H. WENDOVER."

"WASHINGTON, April 18, 1818.

"DEAR SIR:— I have just time to inform you that the new flag for Congress Hall arrived here per mail this day, and was hoisted to replace the old one at two o'clock, and has given much satisfaction to all that have seen it, as far as I have heard. I am pleased with its form and proportions, and have no doubt it will satisfy the public mind.

"Mr. Clay (the Speaker of the House) says it is wrong that there should be no charge in your bill for making the flag. If pay for that will be acceptable, on being informed, I will procure it. Do not understand me as intending to wound the feelings of Mrs. Reid, nor others who may have given aid in the business, and please present my thanks to her and them, and accept the same for yourself.

"In haste, yours, with esteem,

"PR. H. WENDOVER."

It will be observed that the law which made the second and last alteration in our national flag, was not enacted until nearly sixteen months after Mr. Wendover introduced his resolution relative to a change in the design. It was through his conviction that the flag should represent all the States, supported by

energetic and persistent efforts, that the alteration was finally accomplished.

When his motion to adopt the resolution calling for a committee to inquire into the expediency of changing the national flag, which he offered on the 9th of December, 1816, was put to the House, it barely prevailed. On account of its narrow escape from defeat, Mr. Wendover did not deem it wise to press the matter at that time, and, with his consent, the resolution was laid on the table.

On the 12th of December, Mr. Wendover took up the resolution, which the House on his motion referred to a special committee of which he was chairman. On the 2d of January, 1817, he submitted a report of his committee to the House in these words :

“That they have maturely examined the subject submitted to their consideration, and we are well aware that any proposition essentially to alter the flag of the United States, either in the general form or in the distribution of its parts, would be as unacceptable to the legislature and to the people, as it would be uncongenial with the views of the committee.

“Fully persuaded that the form selected for the American flag was truly emblematical of our origin and existence as an independent nation, and that, as such, it has received the approbation and support of the citizens of the Union, it ought to undergo no change that would decrease its conspicuity or tend to deprive it of its representative character. The committee, however, believe that a change in the number of States in the Union sufficiently indicates the propriety of such a change in the arrangement of the flag as shall best accord with the reason that led to its adoption, and sufficiently points to the important periods in our history.

“The original flag of the United States was composed of thirteen stripes and thirteen stars, and was adopted by a resolution of the Continental Congress on the 14th of June, 1777. On the 13th of January, 1794, after two new States had been admitted into the Union, the national legislature passed an act, that the stripes and stars should, on a day fixed, be increased to fifteen each, to comport with the then independent States. The accession of new States since that alteration, and the certain prospect that at no distant

period the number of States will be considerably multiplied, render it, in the opinion of the committee, highly inexpedient to increase the number of stripes, as every flag must in some measure be limited in its size, from the circumstance of convenience to the place on which it is to be displayed, while such an increase would necessarily decrease their magnitude, and render them proportionately less distinct to distant observation. This consideration has induced many to retain only the general form of the flag, while there actually exists a great want of uniformity in its adjustment, particularly when used on small private vessels.

"The national flag being in general use by vessels of almost every description, it appears to the committee of considerable importance to adopt some arrangement calculated to prevent, in future, great or extensive alterations. Under these impressions, they are led to believe no alteration could be made more emblematical of our origin and present existence, as composed of a number of independent and united States, than to reduce the stripes to the original thirteen, representing the number of States then contending for and happily achieving their independence, and to increase the stars to correspond with the number of States now in the Union, and hereafter to add one star to the flag whenever a new State shall be fully admitted.

"These slight alterations will, in the opinion of the committee, meet the general approbation, as well of those who may have regretted a former departure from the original flag, as of such as are solicitous to see in it a representation of every State in the Union.

"The committee cannot believe that in retaining only thirteen stripes it necessarily follows they should be distinctly considered in reference to certain individual States, inasmuch as nearly all the new States were a component part of, and represented in, the original; and inasmuch, also, as the flag is intended to signify numbers, and not local and particular sections of the Union.

"The committee respectfully report a bill accordingly."

The press of other business, which was deemed of greater consequence, probably, prevented Congress from taking any action on the report of the committee during that session.

Notwithstanding the delay, Mr. Wendover's desire to achieve the proposed alteration in the flag continued without abatement, and on the reassembling of Congress in December, 1817,

on the 16th of that month, he renewed his resolution of the year before, "that a committee be appointed to inquire into the expediency of altering the flag of the United States, and that they have leave to report, by bill or otherwise."

The resolution was adopted, a committee appointed, of which Mr. Wendover was chairman, and on the 6th of January, 1818, he submitted a report which was substantially that presented by the committee of the previous session, which has been quoted. A bill which accompanied the report was ultimately enacted without amendment.

No action on the flag bill was taken until more than two months after the report of the committee had been submitted. On the 24th of March it was the first call on the docket, and on motion of Mr. Wendover the House resolved itself into a committee of the whole.

Mr. Wendover addressed the committee at considerable length, giving a review of the original flag and its alteration following the admission of Vermont and Kentucky into the Union. The flag having been changed to give these States representation upon it he urged a further alteration, so that the States of Tennessee, Ohio, Louisiana, Indiana, and Mississippi, that had since been admitted, might also be represented on our national emblem. Soon, he said, Illinois would join the Union and should receive recognition upon the Star Spangled Banner, and he hoped the law would be so altered that other States, that were certain to be admitted, could be represented thereon without the necessity of invoking congressional action.

He believed it was important that the national flag should be accurately designated, and that the requirements of the law should be conformed to without exception. In reference to the incongruity of the flags in general use, he said :

"It is desirable to have uniformity in the flag. In the navy the law is generally conformed to, but it is well known that uniformity does not elsewhere exist. I could refer you to the flag at this moment waving over the heads of the representatives of the nation, and two others in sight, equally the flags of the government; while



the law directs that the flag shall contain fifteen stripes, that on the hall of Congress, whence laws emanate, has but thirteen, and those of the navy yard and marine barracks, have each eighteen. Nor can I omit to mention the flag under which the last Congress sat during its first session, which, from some cause or other unknown, had but nine stripes."

Relative to the arrangement of the stars in the canton, he spoke as follows :

"As to the particular disposition of the stars in the union of the flag, the committee are of the opinion that that might be left to the discretion of persons more immediately concerned, either to arrange them in the form of one great luminary or in the words of the original resolution of 1777, representing a new constellation."

The committee of the whole reported the bill in its original form, and the House ordered it to be engrossed. It was given its third reading on the 25th of March, and passed with only two or three opposing votes.

The bill was sent to the Senate and a vote of concurrence was passed on March 31, 1818. The bill was signed by President Monroe on the 4th of April, 1818.

This is the law :

**"AN ACT TO ESTABLISH THE FLAG OF THE UNITED STATES.**

**"SECT. 1.** *Be it enacted, etc.,* That from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field.

**"SECT. 2.** *Be it further enacted,* That on the admission of every new State into the Union, one star be added to the union of the flag; and that such addition shall take effect on the fourth of July next succeeding such admission."

There is no record of any debate on the flag bill in the Senate. The battle for its enactment was waged in the House under the indefatigable leadership of Mr. Wendover, and to

his untiring efforts we are indebted for our present flag, whose design, with the exception of the manner of placing the stars in the union, is in accordance with the recommendations of Captain Reid.

#### THE ARRANGEMENT OF THE STARS IN THE CANTON

As the reader will remember, in neither the law that established the original national flag, nor in either of the two amendments which have been enacted, is there designation of the manner in which the stars shall be disposed in the canton.

On the blue field of the canton of the first flag made by Betsy Ross, the white stars were arranged in a circle, and, for a brief time, that manner of placing them may have been generally adopted for the flags used by the army, but writers of authority on this subject state that in the navy flags the stars have always been arranged in parallel rows. Betsy Ross made flags for a number of years for the arsenals and navy yard and mercantile marine, and there is little doubt that the stars in these flags were set in parallel rows.

It is quite certain that in the army flags the custom of placing the stars in parallel lines had been in vogue for some years prior to the alteration of the flag law in January, 1794, and the fact that in both army and navy flags the stars were set in parallel rows, may explain the omission in this law of a designation for their arrangement in the canton.

The committee, of which Mr. Wendover was chairman, in its report which accompanied the bill that was enacted into the present law, expressed the opinion that any particular disposition of the stars "might be left to the discretion of persons more immediately concerned, either to arrange them in the form of one great luminary, or in the words of the original resolution of 1777, representing a new constellation."

As is stated elsewhere, the first flag raised after the enactment of the new law was hoisted on the flagstaff of the

House of Representatives on the 13th of April, 1818. This flag was made by Mrs. S. C. Reid under the direction of her husband, and the twenty stars were arranged to form one great star in the centre of the union, in accordance with the design recommended by Captain Reid.

This manner of placing the stars did not meet with approbation, one objection being that, as the number of States increased, it would be necessary to decrease the size of the stars to such an extent, that their individuality could not be easily discerned.

Official sanction of the custom of placing the stars in parallel lines was given in an order issued by the direction of President Monroe, a copy of which is appended :

(CIRCULAR.)

“NAVY COMMISSIONERS’ OFFICE,

“May 18, 1818.

“SIR:—The Navy Commissioners have to inform you that agreeably to the Act of Congress on the 4th of April, 1818, entitled, ‘*An Act to establish the flag of the United States*,’ our national flag is, from and after the 4th day of July next, to be : Thirteen horizontal stripes, alternate red and white. The union to be twenty stars, white in a blue field, one star to be added on the admission into the Union of every new State; such addition to be made from and after the 4th of July next succeeding the date of such admission.

“The size of the flag must be in the proportion of fourteen feet in width and twenty-four feet in length, the field of the union must be one-third the length of the flag, and seven-thirteenths of its depth, so that from the top to the bottom of the union there will be *seven* stripes, and *six* stripes from the bottom of the union to the bottom of the flag. The manner of arranging the stars you will perceive by the subjoined sketch.

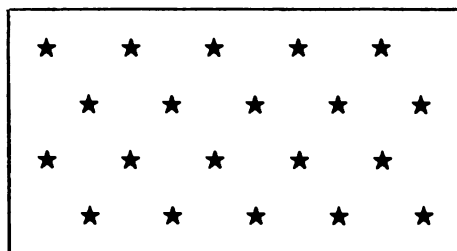
“The upper and lower stripes to be red.

“Respectfully,

“JNO. ROGERS, *President*.

“TO THE COMMANDING OFFICER,

“THE NAVY YARD, PORTSMOUTH, N. H.”



This was amended by the following circular:

(CIRCULAR.)

“NAVY COMMISSIONERS’ OFFICE,  
“September 18, 1818.

“SIR:— Since our circular of the 18th of May last, relatively to the flag to be worn by the vessels of the United States and at our naval stations, it has been determined by the President of the United States that the arrangement of the stars shall correspond with the pattern stated below, and the relative proportions of the flag to continue as stated in our circular. You will govern yourself accordingly.

“On the first hoisting of the flag, you are to fire a salute of twenty guns.

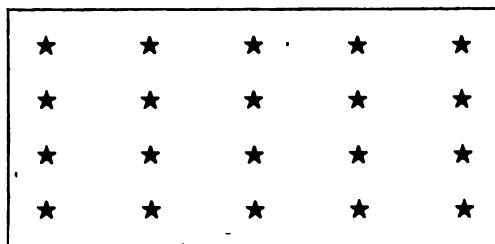
“I am respectfully,

“Your obedient servant,

“JNO. ROGERS,

“*President of the Board.*

“CAPTAIN MORRIS, Portsmouth.”



From the direction in the circular, that “On the first hoisting of the flag, you are to fire a salute of twenty guns,” it will

be noticed that the new flag, although it had been our national emblem since the preceding 4th of July had not, prior to the date of the circular, September 18, been displayed at the Portsmouth Navy Yard.

For many years after this regulation for flags worn by United States vessels was promulgated, domestic and foreign merchant vessels continued to display the stars in the canton of the American flag in a great variety of designs. The following from the *National Magazine* for August, 1857, Vol. I, p. 251, is interesting information :

“ I amused myself on the last fourth of July, in observing and noting the various designs of the union in the numerous American flags, as displayed on the vessels in the harbor and river, and on the hotels and public buildings of New York.

“ All the flags had the thirteen stripes, alternate red and white (or, in some instances, from ignorance, white and red), but the variations in the display of the thirty-one white stars on the blue dexter canton (or ‘union,’ as it is locally termed, in imitation of the English ‘union’), was not infrequent. The majority of the ships had the stars arranged in five horizontal rows of six stars each (making only thirty stars).

“ Most of the foreign vessels, among which were the Cunard steamers at Jersey City, had them arranged in the manner, which in heraldry is termed *semé*, and as the number of stars is changeable, this mode of displaying them on the blue field seems the most judicious and preferable. Some had one large star formed of thirty-one small stars, and this seemed to be the average taste of the owners of the places of public amusement and hotel keepers in New York and Jersey City. Other vessels had them in a lozenge, a diamond, or a circle. One large vessel in the stream had one large star composed of small ones within a border of the latter. Another carried the thirty-one stars in the form of an anchor, and yet another had this anchor embellished with a circle of small stars.

“ Here were nine specimens of the same flag ; similar, it is true, in the thirteen stripes, but all varying in the design of the union, and yet all were called ‘ American Flags.’ This dissimilarity, which is so frequently observed, led the Dutch government twenty years

ago (1837), to inquire, 'What is the American Flag?'—to which query no definite answer could be returned.

"I have called the attention of some nautical men, shipowners and captains, to this variation, and all agree with me that Congress ought to pass a resolution in the matter, and order by law the form in which the white stars are to be arranged in the blue field, or rather, amend the resolution of April 4, 1818, by which the flag, as it now appears, was adopted. And I would suggest, should you be of the same opinion, that this matter be brought to the notice of the various historical societies, and that they be invited to unite in a memorial to Congress, and propose the adoption of a uniform mode of emblazoning the American flag.

"S. ALOFSEN.

"JERSEY CITY, July 14, 1857."

When, in 1859, Congress voted its thanks to Captain S. C. Reid, the designer of the present flag, a friend of his tried, through a prominent member from New York, to have a clause inserted in the resolution which would establish the manner of placing the white stars in the blue field of the canton, but this desired proviso was rejected.

Utah was admitted into the Union on January 4, 1896, and in anticipation of placing the forty-fifth star in the canton of the flag, to mark that event, the following order relative to army flags was issued :

"WAR DEPARTMENT, WASHINGTON,

"March 18, 1896.

"The field or union of the National flag in use in the army will, on and after July 4, 1896, consist of forty-five stars, in six rows, the first, third and fifth rows to have eight stars, and the second, fourth and sixth rows seven stars each, in a blue field, arranged as on the following page.

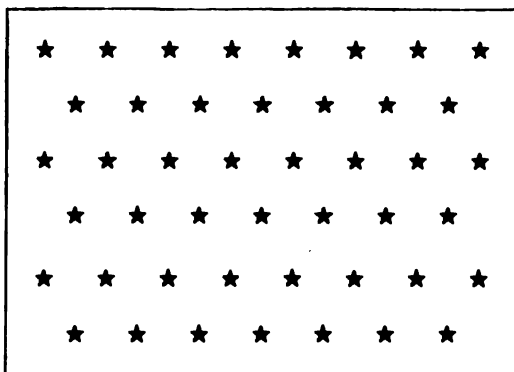
"DANIEL S. LAMONT,

"*Secretary of War.*

"By command of MAJOR-GENERAL MILES :

"GEO. D. RUGGLES,

"*Adjutant General.*"



Secretary Herbert agreed to the same arrangement for the ensigns of the navy, and from July 4, 1896, to July 4, 1908, the stars in the army and navy flags were placed in accordance with the above design.

On July 4, 1908, the 46th star for the State of Oklahoma was placed on the blue field. These stars were in six rows, the first, third, fourth, and sixth, having eight stars, and the second and fifth rows having seven stars each. This arrangement of the stars continued until the States of New Mexico and Arizona were represented on the flag.

On July 4, 1912, two stars were added to mark the admission of these States into the Union. These 48 stars were placed in six rows of eight stars each, with the corresponding stars of each row in a vertical line, and this arrangement still continues.

The positions of the stars in these rearrangements were determined by the War and Navy Departments, with the approval of the President.

The Union salute at present is forty-eight guns. [See page 270].

## ARMY FLAGS, COLORS, STANDARDS, AND GUIDONS

**T**HE subjoined paragraphs are from "United States Army Regulations, 1904."

The garrison, post, and storm flags are national flags, and shall be of bunting. The union of each shall be one-third the length of the flag.

The garrison flag will have 36 feet fly and 20 feet hoist. It will be furnished only to posts designated in orders from time to time from the War Department and will be hoisted only on holidays and important occasions.

The post flag will have 20 feet fly and 10 feet hoist. It will be for all garrisoned posts, and will be hoisted in pleasant weather.

The storm flag will have 8 feet fly and 4 feet 2 inches hoist. It will be furnished for all occupied posts for use in stormy weather. It will also be furnished for national cemeteries and recruiting stations.

The flag of the Geneva Convention <sup>1</sup> (concluded August 22, 1864), to be used in connection with the national flag in time of war with a signatory of the convention, will be as follows:

For general hospitals, white bunting, 9 by 5 feet, with a red cross of bunting 4 feet high and 4 feet wide in the centre; arms of cross to be 16 inches wide.

For field hospitals, white bunting, 6 by 4 feet, with a red cross of bunting 3 feet high and 3 feet wide in the centre; arms of cross to be 12 inches wide.

For ambulances and guidons to mark the way to field hospitals, white bunting, 28 by 16 inches, with a red cross of bunting 12 inches high and 12 inches wide in the centre; arms of cross to be 4 inches wide.

<sup>1</sup> Turkey is the only country which has not adopted the red cross as an emblem of military medical and hospital corps. A red crescent is used instead, in deference to the religious opinions of the Turkish soldiers.



*Battalions of Engineers.* — The national color shall be of silk, 5 feet 6 inches fly, 4 feet 4 inches on the pike, which shall be 9 feet long, including spearhead and ferrule; the union to be 2 feet 6 inches long, with stars embroidered in white silk on both sides of the union; the edges to be trimmed with knotted fringe of yellow silk  $2\frac{1}{2}$  inches wide; the cord 8 feet 6 inches long, having two tassels and composed of red, white, and blue silk strands. The official designation of the battalion to be engraved on a silver band placed on the pike. The battalion color shall be of scarlet silk of the same dimensions as the national color, having embroidered upon it in colors the official coat of arms of the United States, of suitable size. Below the coat of arms in the middle shall be embroidered, in white silk, the insignia of the Corps of Engineers and also an outlined scroll bearing the inscription, "— Battalion, U. S. Engineers;" the edges to be trimmed with knotted fringe of white silk,  $2\frac{1}{2}$  inches wide; cord and tassels same size as national color to be of white and scarlet silk strands; both sides of color to be embroidered alike.

*Engineer Regiments.* — When engineer troops are organized into regiments battalion colors will not be used, but the following colors will be used by the regiment: The national color shall be the same as prescribed in above paragraph, except that the inscription on the name plate shall be "— U. S. Engineers." The regimental color shall be the same as battalion color prescribed in above paragraph, except that the inscription on the scroll shall be "— U. S. Engineers."

*Artillery Corps.* — The national color shall be the same as prescribed for Battalions of Engineers, the official designation of the artillery district to be placed on the silver band.

The corps color, of the same dimensions as national color, shall be of scarlet silk, having embroidered upon it in colors the official coat of arms of the United States of suitable size. Below the coat of arms, in the middle, will be embroidered in yellow silk two cannons crossed; also a scroll embroidered in yellow silk, and bearing the inscription "U. S. Artillery Corps," embroidered in red silk; the edges to be trimmed with knotted fringe of yellow silk,  $2\frac{1}{2}$  inches wide; cord and tassels, same size as those of national color, to be of red and yellow silk strands. One set of national and corps colors shall be issued to the headquarters of each artillery district.

*Infantry Regiments.*—The national color shall be the same as prescribed for Battalions of Engineers, the official designation of the regiment to be placed on the silver band.

The regimental color of same dimensions as national color, shall be of blue silk, having embroidered upon it in colors the official coat of arms of the United States of suitable size. Below the coat of arms shall be placed a scroll embroidered in red silk the inscription, "— U. S. Infantry," embroidered in white silk; the edges to be trimmed with knotted fringe of yellow silk,  $2\frac{1}{2}$  inches wide; cord and tassels same size as those of national color, to be of blue and white silk strands.

*Standards for Cavalry Regiments.*—The national standard shall be the national flag of silk, 4 feet fly, and 3 feet on the lance, which shall be 9 feet 6 inches long, including spearhead and ferrule; the union to be 22 inches long, with stars embroidered in white silk on both sides of the union; the edges to be trimmed with knotted fringe of yellow silk,  $2\frac{1}{2}$  inches wide. The official designation of the regiment to be engraved on a silver band placed on the lance.

The regimental standard, of same dimensions as the national standard, shall be of yellow silk, having embroidered upon it in colors, the official coat of arms of the United States of suitable size. Below the coat of arms shall be placed a scroll embroidered in red silk, and bearing the inscription, "— U. S. Cavalry," embroidered in yellow silk; the edges to be trimmed with knotted fringe of yellow silk  $2\frac{1}{2}$  inches wide.

*Colors and Standards.*—The silken national and regimental colors or standards shall be carried in battle, campaign, and on all occasions of ceremony at regimental headquarters in which two or more companies of the regiment participate.

A similar rule applies to the use of the silken color of the battalion of engineers and of artillery districts.

When not in use as prescribed in this paragraph, colors and standards will be kept in their waterproof cases.

*Service Colors and Standards.*—A national color made of bunting or other suitable material, but in all other respects similar to the silken national color, shall be furnished each battalion of engineers, each regiment of infantry, and each artillery district for use at drills and on marches and on all service other than battles,

campaigns, and occasions of ceremony. A standard of bunting of the same dimensions, and similar to the silken national standard, shall be furnished, for like purposes, to each regiment of cavalry. The official designation of the regiment, battalion, or district to be engraved on a silver band placed on the pike or lance.

*Guidons for Cavalry.* — Each troop of cavalry will have a silken guidon, cut swallow-tailed, 15 inches to the fork, 3 feet 5 inches fly, from lance to end of swallow-tail, and 2 feet 3 inches on the lance, having two horizontal stripes each one-half the width of the flag, the upper red and the lower white, the red stripe having on both sides in the centre the number of the regiment in white silk, and the white stripe the letter of the troop in red silk, the letter and number block-shaped,  $4\frac{1}{2}$  inches high, the lance  $1\frac{1}{2}$  inches in diameter and 9 feet long, including spear and ferrule. Each troop will also have a service guidon, made of bunting or other suitable material, in shape and design the same as the silken guidon; the latter will be used only in battle, campaign, or on occasions of ceremony.

*Guidons for Field Artillery.* — Each battery of field artillery will have a guidon of scarlet silk, dimensions and shape same as described for cavalry guidons, in the centre on both sides of the guidon two cannon crossed, about  $14\frac{1}{2}$  inches in length, with number of battery below the crossed cannon, number of yellow silk, number block-shaped,  $4\frac{1}{2}$  inches high, lance same as for cavalry guidon. This silken guidon will be used only in battle, campaign, or on occasions of ceremony. Each battery will also have a service guidon of bunting or other suitable material, in shape and design the same as the silken guidon.

*Guidons for Engineers.* — Each mounted section of Engineers will have a guidon of scarlet silk, of triangular shape, 4 feet fly from lance to apex of triangle, and 2 feet 3 inches on the lance; on both sides of the guidon a castle about 14 inches in length and 7 inches from lance, embroidered in silver, with the letter of the company above the centre tower of the castle; the letter embroidered in silver, block-shaped, and  $4\frac{1}{2}$  inches high; the lance  $1\frac{1}{2}$  inches in diameter and 9 feet long, including spear and ferrule. Each company will also have a service guidon, made of bunting or other suitable material, in shape and design the same as the silken guidon.

Whenever in the opinion of a commanding officer the condition of any silken color, standard, or guidon in the possession of his command has become unserviceable, a surveying officer will be appointed to report, for the information of the Secretary of War, its condition and the necessity of supplying a new one. If requiring repair, application to have it placed in a serviceable condition should be made to the Quartermaster-General. Service colors and guidons will be submitted for the action of an inspector when unfit for further use. Upon receipt of new silken colors, standards, or guidons, commanding officers will cause those replaced to be numbered and retained by the organization to which they belong as mementos of service, a synopsis of which, bearing the same number, will be filed with the records of the organization.

Boat flags and pennants for the use of officers of the army when making official visits to navy vessels are authorized as follows:

*For General Officers.* — A flag of scarlet bunting, rectangular in shape, 3 feet hoist and 4 feet 9 inches fly; the rank to be indicated by white stars of suitable size placed in the centre line of the length of the flag; for a brigadier-general, one star; for a major-general, two stars; and for the lieutenant-general, three stars.

The chiefs of artillery and the chiefs of bureaus of the War Department will use the general officer's flag with the appropriate number of stars.

*For a Post Commander.* — A pennant of plain scarlet bunting, triangular in shape, 3 feet hoist and 3 feet fly.

The truck of the staff for general officers and post commanders above the rank of captain to be a gilt ball, and for commanding officers of lower grade to be flat.

Camp colors to be as described for flags, printed upon bunting, 18 by 20 inches, on a pole of ash 8 feet long and  $1\frac{1}{2}$  inches in diameter, the butt end armed with a pointed ferrule.

No ensign, pennon, streamer, or other banner of any kind, other than the flags, colors, standards, pennants, and guidons prescribed by the Army Regulations and Field Service Regulations will be used by the army, or by any regiment or other organization thereof.

The sizes of flags used in the army and navy are not fixed by law, but are prescribed by Army and Navy Regulations.

### NAVY FLAGS

For use in this branch of the service a number of designs in a variety of sizes and colors are provided. The Admiral has his blue flag, with its four five-pointed white stars arranged as a lozenge near the center. Before March 3, 1899, when the grade of Commodore ceased to exist as a grade of rank on the active list, that officer had a swallow-tailed flag with one star upon it, the broad pennant for the senior in rank having a blue ground with a white star, for the second in rank there was a red flag with a white star and Commodores of the junior rank flew a white flag with a blue star. Commodores have written notable American history under the swallow-tailed flag with its single star, and as Rear-Admirals they will continue to enrich the record under their two-star rectangular flag.

The appended dimensions of flags used in the United States Navy, except those of the Admiral's flag, are from the "Flags of Maritime Nations," published by the Navy Department in 1899.

U. S. Ensigns.	Hoist feet.	Fly feet.
No. 1	19.00	36.00
2	14.35	27.19
3	12.19	23.10
4	8.94	16.94
5 (Storm)	5.14	9.75
6 (Boat)	3.52	6.67
7 (Boat)	2.90	5.50
8 (Boat)	2.37	4.50
10 (For boats under sail)	1.31	2.50
Unions. <sup>1</sup>		
1	10.20	14.40
2	7.73	10.88
3	6.56	9.24
4	4.81	6.77
5 (For tug boats)	2.76	3.90

<sup>1</sup> This flag, also known as the American jack, which has a blue field bearing a star for each State, is used in the bow of boats for Diplomatic Officers of and above the rank of Chargé d'Affaires.

Narrow Pennants. <sup>1</sup>	Hoist feet.	Fly feet.
1	0.52	70.00
2	0.42	40.00
3	0.35	25.00
4	0.30	20.00
5	0.25	9.00
6	0.21	6.00
Admiral. <sup>2</sup>		
1	10.20	14.40
2	7.73	10.88
4	4.81	6.77
6	3.60	5.13
Rear Admiral.		
1	10.20	14.40
2	7.73	10.88
4	4.81	6.77
6	3.60	5.13
Foreign Ensigns		
1	13.12	24.86
2	8.75	16.58

<sup>1</sup> It was said when Admiral Dewey left Manila for home, that a pennant 500 feet long was trailing from the Olympia.

<sup>2</sup> At the time this book was being prepared for publication by the Bureau of Equipment, the rank of Admiral did not exist. The dimensions of the flag of the Admiral of the Navy were courteously furnished by N. C. Wrenn, Chief Clerk of the Bureau.

## SPECIAL FLAGS

**B**ESIDE the distinctive flags mentioned in the accounts of those used by the army and navy, special flags have been created to indicate the presence of the President of the United States and some of the members of his Cabinet, for display by revenue cutters and boats, and other vessels in the service of the United States, and by licensed pleasure yachts. The origin and description of some of these distinguishing flags are subjoined.

## REVENUE FLAGS

The Honorable Oliver Wolcott, Secretary of the Treasury (1795 to 1801), caused a resolution to be introduced in Congress creating the revenue flag of the United States. The act was approved March 2, 1799, and reads as follows :

“Section 102. *And be it further enacted*, That the cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pendant, with such marks thereon as shall be prescribed and directed by the President of the United States ; and in case any ship or vessel liable to seizure or examination shall not bring to, on being required, or being chased by any cutter or boat having displayed the pendant and ensign prescribed for vessels in the revenue service, it shall be lawful for the captain, master, or other person having command of such cutter or boat to fire at or into such vessel which shall not bring to, after such pendant and ensign shall be hoisted, and a gun shall have been fired by such cutter or boat as a signal, and such captain, master, or other person, as aforesaid, and all persons acting by or under his directions, shall be indemnified from any penalties or actions for damages for so doing ; and if any person shall be killed or wounded by such firing, and the captain or master or other person, aforesaid, shall be prosecuted and arrested thereof, such captain, master, or other person shall be forthwith admitted to bail.

And if any ship, vessel, or boat *not* employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any ensign or pendant prescribed for vessels in the service aforesaid, the master or commander of the ship or vessel so offending shall forfeit and pay one hundred dollars."

In accordance with this act, the Secretary of the Treasury, August 1, 1799, prescribed the revenue flag as follows:

"The ensign and pendant directed by the President under the act of 2d of March, 1799, consist of *sixteen* perpendicular stripes alternate red and white, the union of the ensign bearing the arms of the United States in dark blue on a white field."

The stripes represent the number of States admitted into the Union when the flag was adopted, and there has been no change in the ensign since. In 1871, thirteen blue stars in a white field were substituted for the eagle in the canton of the pendant.

Whenever revenue vessels are employed beyond our coast, or in conjunction with the navy, they are allowed to wear the national, in place of the revenue, ensign.

The revenue ensign is always displayed over the custom-houses of the United States, and over the other buildings appertaining to the Treasury Department of the United States.

#### PRESIDENT'S FLAGS

Three special flags have been established for the President of the United States.

##### I

"This flag is of blue silk; in the centre is an eagle with out-stretched wings, bearing on its breast a United States shield. This eagle holds in its dexter talon an olive branch with red berries, and in its sinister, a bundle of thirteen arrows, all proper, and in his beak a scroll, inscribed with the motto, 'E Pluribus Unum.'

"For the crest. Over the head of the eagle, which appears above the escutcheon, a glory, or, breaking through a cloud, proper, and surrounding thirteen stars, forming a constellation, argent, on an azure field.



"The President's flag was established by naval regulations April 18, 1865, under the Honorable Gideon Welles, Secretary.

"The dimensions are as follows :

"The flag, 10.20 feet hoist, 14.40 fly.

"The colors, 5.40 feet hoist, 7.60 fly."

The Navy Regulations established April 18, 1865, prescribed that on the occasion of the visit of the President on board a man-of-war, the American Ensign was to be displayed at the main. The corresponding ceremony at the present time would be a display of the President's flag.

The flag outfit of a United States naval vessel includes so many different kinds and sizes of flags, that the blue bunting bearing the arms of the United States, though rarely seen in its place at the main, would not attract much attention, yet it would indicate the presence aboard of the President of the nation, and the ceremony of hoisting it is always impressive. Amid a rattle of drums, flourishes of bugles, the national air by the band, and the firing of a national salute, the President's flag is run up at the main, whenever the chief executive of the nation sets foot aboard a ship of the navy. This ceremony, which has been but little used, except during President Cleveland's first term, when official functions were frequent while the Honorable William C. Whitney was Secretary of the Navy, had its origin with the order of the Honorable William E. Chandler, Secretary of the Navy, dated August 1, 1882, which added the President's flag to the paraphernalia of the navy.

## II

An order establishing an army flag and colors for the President was issued March 28, 1898. The order follows :

By direction of the Secretary of War, the following paragraphs are added to the Regulations, viz. :

### "FLAG

"The flag of the President shall be of scarlet bunting, measuring 13 feet fly and 8 feet hoist, having a hem on the hoist 3 inches wide and provided with an eyelet at each end for hoisting and lowering.

In each of the four corners shall be a five-pointed white star with one point upward. The points of these stars lie in the circumference of an imaginary circle of 5 inches radius. The centres of these imaginary circles, which coincide with the centres of these stars, are 18 inches from the short sides and 14 inches from the long sides of the flag. In the centre of the flag shall be a large fifth star, also of five points, which lie in the circumference of an imaginary circle of 2 feet 9 inches radius. The centre of this circle is the point of intersection of the diagonals of the flag. The re-entering angles of this large star lie in the circumference of an imaginary circle of 16 inches radius, with the same centre as before. Inside of the star thus outlined is a parallel star, separated from it by a band of white 3 inches wide. This inner star forms a blue field upon which is the official coat of arms of the United States as determined by the State Department, the device being located by placing the middle point of the line dividing the chief from the paleways of the escutcheon upon the point of intersection of the diagonals of the flag, and thus coinciding with the centre of the large centre star. On the scarlet field around the large star are other white stars, one for each State, equally scattered in the re-entering angles, and all included within the circumference of a circle of 3 feet 3 inches radius, whose centre is the centre of the large star."

#### " COLORS

" Of scarlet silk, 6 feet 6 inches fly and 4 feet on the pike, which shall be ten feet long, including ferrule and head. The head shall consist of a globe, 3 inches in diameter, surmounted by an American eagle, alert, 4 inches high. In each of the four corners shall be a five-pointed white star. The points of these stars lie in the circumference of an imaginary circle of  $2\frac{1}{2}$  inches radius. The centres of these imaginary circles, which coincide with the centres of these stars, are 9 inches from the short sides and 7 inches from the long sides of the color. In the centre of the color shall be a large fifth star, also of five points, which lies in the circumference of an imaginary circle of  $16\frac{1}{2}$  inches radius. The centre of this circle is the point of intersection of the diagonals of the color. The re-entering angles of this large star lie in the circumference of an imaginary circle of 8 inches radius, with the same centre as before. Inside of the star thus outlined is a parallel star, separated from it by a band of white  $1\frac{1}{2}$  inches wide. This inner star forms a blue

field, upon which is the official coat of arms of the United States as determined by the State Department, the device being located by placing the middle point of the line dividing the chief from the paleways of the escutcheon upon the point of intersection of the diagonals of the color, and thus coinciding with the centre of the large centre star. On the scarlet field around the large star are other white stars, one for each State, equally scattered in the re-entering angles and all included within the circumference of a circle of  $19\frac{1}{2}$  inches radius, whose centre is the centre of the large star. The design, letters, figures and stars are to be embroidered in silk, the same on both sides of the color. The edges of the color are to be trimmed with knotted fringe of silver and gold, 3 inches wide, and one cord (having two tassels) 8 feet 6 inches long and made of red, white, and blue silk intermixed.

“ By command of MAJOR GENERAL MILES :

“ H. C. CORBIN,

“ *Adjutant General.*”

By the amended Army Regulations the President's flag was to be used when the President was present on official visits to fortresses, military posts, at reviews, or on the field. This flag was also used on the White House.

The original flag, which is a magnificent specimen of needlework in silk and gold, is preserved in a glass case in the Executive Mansion at Washington.

The army Presidential colors were spread upon the wall of the cabinet room, during the Spanish-American War, as the badge of the President, as commander-in-chief in time of war, but the navy Presidential colors were not displayed. This was the first war flag the country had ever seen.

This flag was first displayed publicly at Chicago in 1899, during the celebration of the peace jubilee, and for the second time on a like occasion in Philadelphia. It decorated the banquet hall on each of these occasions. Twice subsequently, at army and navy receptions in the White House, this flag and its navy counterpart were hung in the main hall; but it was never broken to the breeze until March 4, 1901, at the second inauguration of President McKinley, when it flew over the Presidential reviewing stand, in front of the Executive Man-

sion, where it was raised as the President entered, by Frederick D. Owen, the designer of the flag. Mr. Owen thus explains his purpose :

“The thirteen-foot fly corresponds with the thirteen original States. The thirteen stars in the constellation grouped as breaking through clouds represent national emergence from war into the progress of peace. The thirteen growths of green olive leaves, the thirteen fruits on the olive branches and the thirteen arrows also typify the number of the original States ; while the radial width of the imaginary circle of three feet and a quarter circumscribing the forty-five stars carries out the idea of thirteen in the quartering elements. It is a singular coincidence that the official legend of the seal of the United States — ‘E Pluribus Unum’ — contains thirteen letters, while the general order creating the flag was also No. 13.”

Certainly past national achievements have not given thirteen the unlucky significance that popular superstition bestows upon it.

### III

Early in 1902 it was suggested to President Roosevelt, that as other nations had but one flag for the ruling house, it was not consistent for our President to have two flags, and as the flag that has been established by the navy for the chief executive was the older one, its adoption for both arms of the governmental defence was recommended.

Instead of abolishing one of the President's flags, as had been proposed, it was decided that another should be established. The third flag shows seven white and six red stripes, as they are on the shield of the great seal of the United States, adopted June 20, 1782, with a change in the arrangement of the thirteen stars above the eagle's head. There is a sunburst exactly circular in form above the head of the eagle, with the rays radiating from the group of stars. The new design consists otherwise of a pure white eagle, its feathers heavily outlined with black, the constellation in white, with the rays in heavy stitching of yellow, on a blue ground. The flag is of

bunting, measuring 14 feet fly and 10 feet 6 inches hoist, for outdoor use, and the colors are of heavy taffeta silk, with gold thread and embroidery for interior decoration. The first flag of this design was made in May, 1902.

This flag is for peace display only. In December, 1902, the Secretary of War ordered that thereafter a flag of this design be displayed on all ceremonial visits of the President to military posts. It is hoisted to the truck alongside the Stars and Stripes. When the President takes the field in time of war, either actually or constructively, as President McKinley did during the Spanish-American War, the scarlet banner established by the War Department will fly over his headquarters.

Should this country engage in war at the present time and the contest occur on land, it is quite certain that the scarlet flag would be flying very near the firing line, but if on the water the navy's blue Presidential flag would very likely be at the line of battle, as that is for use both in time of war and in time of peace.

Colonel Theodore A. Bingham, United States Army, military aid to the President, in November, 1902, called attention to the fact that the design of the coat of arms on the navy's Presidential flag has seven white and six red stripes on the shield, while on the President's flag created by the War Department, the stripes agree accurately with those on the national flag, which shows the correct design. Colonel Bingham reported the matter to the President, who turned it over to the Navy Department.

This led to an investigation which revealed the inaccuracy of the Great Seal of the United States, with which the President's navy flag is emblazoned. The United States seal was designed in accordance with the suggestion of an Englishman, Sir John Prestwich,<sup>1</sup> a well-known antiquarian, but not familiar with our flag. His unfamiliarity with the Stars and Stripes may have been due to the fact that Great Britain had not at

<sup>1</sup> B. J. Lossing's "Pictorial Field-Book of the Revolution," Vol. II. A paper, which is believed to be extant, written by William Barton, states that he furnished the devices for the great seal.

that time recognized the "thirteen rebellious stripes" as a national flag. The Great Seal reproduces the colors of the national flag, but reverses them without heraldic justification. It has been suggested that the stripes should be changed and made to agree accurately with the emblem of our country, which the seal pretends to copy.

On the 21st of November, 1902, it was officially announced that the controversy between the War and Navy Departments over the design of the President's flag had come to an end. On that day the Secretary of the Navy issued an order directing that the design of the shield be followed, and shortly after a similar order was issued by the Secretary of War.<sup>1</sup>

#### SECRETARY OF THE NAVY

The flag of the Secretary of the Navy contains a white vertical foul anchor in the centre of a blue ground, and surrounded by four five-pointed white stars forming a rectangle, the sides of which are parallel to the hoist and fly of the flag. The dimensions of the No. 1 flag are 10.20 feet in the hoist and 14.40 feet in length of fly.

The flag was first adopted in the navy in 1866, but was abolished January 1, 1870, and again restored to use July 4, 1876, and has since remained without change.

During the interim, whenever the Secretary of the Navy embarked on board a naval vessel, the jack was hoisted at the main.

#### ASSISTANT SECRETARY OF THE NAVY

The special flag for the Assistant Secretary of the Navy is described in the Department General Order No. 395 of the 13th of July, 1892.

"The flag of the Assistant Secretary will be similar to that of the Secretary, with the colors reversed, — white ground, blue anchor and stars.

"B. F. TRACY,  
"Secretary of the Navy."

<sup>1</sup> This is in accordance with the Great Seal as portrayed by the Department of State, which has been officially sanctioned by Congress.

## SECRETARY OF WAR

In April, 1897, shortly after his term of office had expired, former Secretary Lamont gave interesting information concerning the establishment of a special flag for the head of the War Department.

"When I entered upon my duties as Secretary of War four years ago," wrote Secretary Lamont, "one of the papers I found awaiting action on my desk was a recommendation from General Schofield, then at the head of the army, in favor of a special flag for the Secretary of War. I thought that to begin my official work by ordering a flag for myself was not exactly a graceful thing to do, so I allowed the matter to drop until the end of my term.

"Then I realized that my successor would find himself in the same predicament in which I had been four years before, so I made one of my last official acts the approval of the order for the flag. But in the beginning it was General Schofield's idea."

The flag was established under an order issued March 3, 1897. The official description reads as follows :

## "FLAG

"The flag of the Secretary of War will be of scarlet bunting, measuring 12 feet fly and 6 feet 8 inches hoist, having upon it an eagle with outstretched wings. On the breast of the eagle a United States shield ; in the right talon an olive branch, with berries, and in the left a bunch of arrows ; in the eagle's beak a scroll with the motto ' E Pluribus Unum.' In the field of the shield there shall be placed two rows of stars, 6 in the upper and 7 in the lower row, placed equi-distant apart. There shall also be placed in each corner of the flag a white star, the measurement of which shall be about 9.8 inches from point to point. The distance from the upper or lower edges of the flag to the centre of the stars shall be about 12.8 inches, and the distance from the heading and end of the flag to the centre of the stars about 17.25 inches."

## "COLORS

"The colors for the Secretary of War will be of scarlet silk, 5 feet 6 inches fly, 4 feet 4 inches on the pike, which will be 9 feet long,

including spearhead and ferrule. To have in the centre embroidered in silk a golden brown American eagle with outstretched wings; on its breast a United States shield, in the right talon an olive branch with red berries, and in the left a bunch of arrows, a red scroll held in the eagle's beak with the motto 'E Pluribus Unum' worked in yellow; and in the upper part of the United States shield a group of thirteen white stars, about  $\frac{3}{4}$  inch from point to point, arranged in two rows, the upper row consisting of six and the lower row of seven stars. The design, letters, and figures to be embroidered in silk, the same on both sides of the color. To have a star embroidered in white silk placed at each corner of the flag, about  $4\frac{1}{4}$  inches from point to point. The distance from the upper or lower edges of the flag to the centre of the stars to about  $7\frac{1}{4}$  inches, and from the pike casing or end of the fly to the centre of the stars about 18 inches.

"The color to be trimmed with white silk knotted fringe, 3 inches deep, and one cord and tassel about 8 feet 6 inches long, to be of red and white silk intermixed.

"By command of Major General Miles :

"GEO. D. RUGGLES,

"Adjutant General."

This flag was given its first official display on the steamer *General Meigs*, July 2, 1897, in connection with Secretary Alger's visit to Sandy Hook.

#### ASSISTANT SECRETARY OF WAR

In July, 1903, a flag was created for the exclusive use of the Assistant Secretary of War when he visits a camp of the regular army or goes aboard a warship. This special flag and colors were designed by Colonel W. S. Patton of the Quartermasters Department, and are described in the "United States Army Regulations 1904," as follows :

#### "FLAG

"The flag of the Assistant Secretary of War shall be of white bunting, measuring 12 feet fly and 6 feet 8 inches hoist. In each of the four corners shall be a five-pointed scarlet star with one point upward; the points of each star to lie in the circumference



of an imaginary circle of 5 inches radius; the centres of these stars to be 17 inches from the short sides and 12 inches from the long sides of the flag. In the centre of the flag shall be the official coat of arms of the United States, of suitable size."

#### "COLORS

"The colors of the Assistant Secretary of War shall be of white silk, 5 feet 6 inches fly, 4 feet 4 inches on the pike, which shall be 9 feet long, including spearhead and ferrule. In each of the four corners shall be a five-pointed scarlet star, one point upward, the points of each star to lie in the circumference of an imaginary circle of  $2\frac{1}{2}$  inches radius; the centres of these circles to be 18 inches from the short sides and  $7\frac{1}{2}$  inches from the long sides of the color. In the centre shall be placed in colors the official coat of arms of the United States of suitable size; the device, letters, and stars to be embroidered in silk on both sides of the color; the edges to be trimmed with knotted fringe of scarlet silk 3 inches wide; a cord 8 feet 6 inches long, having two tassels, and composed of white and scarlet silk strands to be placed on the pike."

The distinguishing flags for regiments of engineers, artillery, infantry and cavalry have been described. Brigades, divisions and corps also have their distinguishing flags and the commander of each of these bodies has his special standard. During the Civil War and in the reconstruction period that followed military departments and their commanders had specially designed flags.

Some time ago a standard for the headquarters of the Division of the Philippines was prescribed by order of Secretary of War Root, issued March 15, 1901. The order reads as follows:

"The headquarters of the Division of the Philippines will be designated by a standard of khaki colored silk or bunting, measuring 3 feet on the staff and 4 feet 6 inches fly, cut swallow-tailed, 12 inches to the fork, bearing in the centre two circles, overlapping each other, one-third radius, resembling the figure 8, 1 foot 6 inches high and of corresponding width. The symbol to be in red, bordered in white  $1\frac{1}{2}$  inches and edged in blue  $\frac{3}{4}$  inches surmounted

by a red scroll bearing the device, 'Division of the Philippines,' embroidered in blue letters. Total length of lance to be 9 feet, including spearhead and ferrule."

By an act of Congress approved August 7, 1848, the Secretary of the Treasury was authorized to license pleasure yachts to go from port to port of the United States, without entering or clearing at the custom-house. This act was amended June 29, 1870, by inserting after the words "port to port of the United States" the words "and by sea to foreign ports." Section 2 reads as follows: "And be it further enacted, That yachts belonging to a regularly organized yacht club of any foreign nation, which shall extend like privileges to the yachts of the United States, shall have the privilege of entering or leaving any port of the United States, without entering or clearing at the custom-house thereof, or paying tonnage tax." Section 4: "And be it further enacted, That every yacht visiting a foreign country under the provisions of this act shall, on its return to the United States, make due entry at the custom-house of the port at which, on such return, it shall arrive."

The flag prescribed by the Secretary of the Navy, under authority of the act of August 7, 1848, was the American ensign, substituting in the blue field a white foul anchor, encircled by thirteen stars in white, in lieu of a star for each State, which continues to be the recognized American yacht ensign.

Beside the distinctive flags used in our naval service that have been mentioned, there are a number of others which include the powder, meal, quarantine, dispatch and signal flags, each of which has its peculiar function to perform.

The distinguishing flag of the Secretary of the Treasury, which is displayed when that official goes afloat, is of an elaborate design, which makes it very noticeable. It is a rectangular flag with a white field bearing eight blue stars surrounding two shields of the same color, separated by five smaller blue stars. Upon the upper shield is a pair of scales

and on the lower a key is shown, these figures being in white.

Vessels carrying the United States mail fly a red swallow-tailed flag, with a blue border at the top and bottom. In the upper left-hand corner is an eagle bearing the United States shield on its breast, and the words "United States Mail" are shown in white across the field of the flag.

The red-bordered triangular pennant with a white ground, upon which is a picture of a lighthouse, blue below and black above, shows that it is for the exclusive use of vessels that are in the lighthouse service.

The international code of signals for use at sea, consisting of eighteen flags with which 77,000 words could be formed, was employed for thirty-two years, up to January 1, 1901. On that date the old code was superseded by the new system, which includes in the flags the vowels, where before the consonants only had been used. With the enlarged code, consisting of flags equal in number to the letters of the English alphabet, they include two burgees, five pennants, and nineteen square flags. With this code 375,000 signals will be possible.

Signalling with hand flags is gradually superseding the international signal code, which had its beginning with the old Italian fleets of war galleys which cruised in the Mediterranean, it being cumbersome and at times perplexing. For many years hand flags have been used on naval vessels for signalling purposes, and this system is now a fixture in the British and French navies. It is employed to some extent in the United States navy, although the method of using a single flag and the Morse alphabet is oftener used. Like the international code, the hand-flag method is based on the alphabet, there being twenty-six positions to represent the letters, but instead of twenty-six flags only two are required for the new system. Only one flag is employed in showing the letters from A to G, inclusive, the flag being held in the right hand for the first four letters and in the left hand for the next three. Beginning with H, two flags are required.

The particular letter is denoted by the position of the arms of the signaller. The positions employed from G to Q are also used for the numerals 1 to 10, a special position signifying the change from letters to numerals. The hand-flag system, on account of its simplicity, is being adopted by merchant vessels, and this code of signals will no doubt eventually be in use by all maritime nations.

## THE FIRST DISPLAYS OF AMERICAN FLAGS ON LAND AND SEA

ON the morning of the 19th of April, 1775, when the Minute Men of Bedford marched to Concord to meet the British redcoats, Cornet Nathaniel Page of this company carried the ancient standard of the Massachusetts militia, which since that event has been called the "Bedford flag," and it is sacredly preserved in the public library in the town of Bedford, Mass.

Washington, shortly after taking command at Cambridge, conceived the idea of fitting out vessels to intercept the British cruisers that were bringing supplies to Boston; and accordingly, on his own authority, he commissioned Captain Nicholas Broughton to the swift-sailing schooner *Hannah*, of Beverly. His commission was dated September 2, nearly six weeks before Congress took any action, and seems to have been the first one issued by Washington. The *Hannah*, in company with another armed schooner, sailed to intercept two brigs bound for Quebec with military stores, but failed to do so. She brought in ten other vessels, which Congress directed should be released, as they were not actually employed in the King's service. It is quite certain that the *Hannah* wore the pine-tree flag.

Captain John Manley, in command of the schooner *Lee*, of four guns, ten swivels, and fifty men, sailed under a commission issued by General Washington on October 24, 1775, leaving Marblehead near the close of November, 1775. On the 29th of that month, Captain Manley fell in with and captured the transport brig *Nancy*, having on board military stores, several brass guns, a considerable stock of fire-arms, and a large mortar. Captain Manley was the first to sail under a commission issued by Washington at that time, and

the first to capture a British vessel. Cooper's "History of the Navy of the United States," says:

"Although it may not be strictly true to term the *Lee*, and the other small cruisers similarly employed, the first vessels that ever belonged to the general government of the country, they may be deemed the first that ever actually sailed with authority to cruise in behalf of the entire republic. But while we yield precedence to Captain Manley and his associates, who acted under the orders of Washington, Congress itself had not been altogether idle, and it is probable that the Commander-in-chief took the step just mentioned in accordance with the expressed view of that body."

There is no doubt that the *Lee* wore the pine-tree flag with a white ground and the motto, "An Appeal to Heaven," which had been recommended by Washington on the 20th of October, 1775, for the use of vessels in the Continental navy; and we are told that his recommendation was soon adopted.

The first flag displayed on an American man-of-war was hoisted by Lieutenant John Paul Jones. The first regular commissioned cruisers of the national navy of the United Colonies were those of Commander-in-chief Hopkins's squadron, consisting of the *Alfred*, *Columbus*, *Cabot*, *Andrea Doria*, and *Providence*, fitted out at Philadelphia, and the sloop *Hornet* and schooner *Wasp* that were equipped at Baltimore by the Marine Committee. The *Hornet* and *Wasp* joined the fleet in the Delaware.

John Paul Jones was appointed a lieutenant in the United Colonies navy on the 7th of December, 1775, and was commissioned on the 23d of that month to the *Alfred*, then in the Delaware, designed to be the flag-ship of Commander-in-chief Esek Hopkins, who was appointed on the 22d of the same month.

Lieutenant Jones raised the flag on board the *Alfred*, it being the first ensign ever flung to the breeze on an American man-of-war; and it was hoisted when Commodore Hopkins embarked on his flag-ship. A story that has been given wide circulation in recent years says that this flag-raising occurred

on the 22d of December, and that it was attended by a party of distinguished men, to the number of twenty-five, including John Hancock, President of the Continental Congress, and Charles Carroll of Carrollton, who, with several others of the great men named, it has been shown were not in Philadelphia on that date. This story does not mention Commodore Hopkins, but states that Captain Dudley Saltonstall, commander of the *Alfred*, had not yet arrived from Boston. General Hamilton, in "The History of the National Flag of the United States of America," says: "Mr. Jones hoisted the flag of America with his own hands, the first time it was ever displayed, as the commander-in-chief embarked on board the *Alfred*." Cooper's "History of the Navy of the United States" says: "The first ensign ever shown by a regular American man-of-war, was hoisted in the Delaware on board the *Alfred*, by the hands of Paul Jones, some time about the last of December (1775). The event could not have occurred previously to the vote appointing a commander-in-chief, as we are expressly told that the flag was shown when that officer first appeared on board his ship."

The *Navy League Journal* in an article on Commander-in-chief Hopkins, says that both Hopkins and Captain Dudley Saltonstall were present. "As he (Hopkins) reached the deck of the *Alfred*," says the *Journal*, "Captain Dudley Saltonstall gave the signal, and First Lieutenant John Paul Jones hoisted a yellow silk flag, bearing upon it 'a lively representation of a rattle-snake,' and the motto, 'Don't Tread on Me.' As the flag reached the mast-head it was saluted by the guns on the ships and on shore, as well as by the cheers of the spectators. With this ceremony the continental navy went into commission, and Hopkins had the honor of first hoisting an American flag in defiance of England's navy."

Relative to the time when this ensign was raised, Admiral Preble, in his "History of the Flag of the United States," says: "It would seem probable either that Christmas or New Year's day would be selected for its display. The latter would bring its hoisting to the same date as the raising of the Union flag in the lines of the army at Cambridge."

It is not known with certainty what flag Jones raised over the *Alfred*, only that it was one of the rattlesnake designs, and some writers believe he referred to it in his journal when he wrote: "For my own part, I could never see how or why a venomous serpent could be the combatant emblem of a brave and honest folk, fighting to be free. Of course I had no choice but to break the pennant as it was given to me. But I always abhorred the device and was glad when it was discarded for one much more symmetrical as well as appropriate, a year or so later."

Some express the belief that this flag bore the pine-tree with the coiled snake, the motto, "An Appeal to Heaven," and the warning, "Don't Tread on Me"; others assert that it was the flag of thirteen stripes with the rattlesnake undulating diagonally across them, while General Hamilton says it is probable that the flag referred to by Jones in his journal was the yellow flag, with the coiled rattlesnake in the middle, and underneath the admonition, "Don't Tread on Me."

The Naval Committee's sailing orders to Commodore Hopkins are dated January 5, 1776, and shortly afterward his fleet left Philadelphia for Reedy Island in the Delaware.

A gentleman of Philadelphia who witnessed the departure of the fleet, said: "They sailed from Philadelphia, amidst the acclamations of many thousands assembled on the joyful occasion, under the display of a Union flag with *thirteen stripes in the field*, emblematical of the thirteen United Colonies."

This display was made shortly after "The Great Union Flag" was raised on Prospect Hill, but it will be recalled that the Congressional committee consisting of Franklin, Lynch, and Harrison, who were in conference with Washington at Cambridge, in October, 1775, and it is believed gave their approval to the suggestion of Colonel Reed that this design be adopted, returned to Philadelphia early in November, and that there had been ample time to prepare and present a flag of this pattern to the fleet before its departure.

Hopkins's squadron, consisting of the vessels that have been named, and the dispatch-boat *Fly*, did not get to sea until the



17th of February, the fleet having been frozen up for six weeks at Reedy Island. The squadron made a descent upon the island of New Providence, one of the Bahamas, where near one hundred cannon and a large quantity of other stores were secured by the Americans. The striped flag was hoisted, and after retaining possession of the place for a few days, Commodore Hopkins left New Providence on the 17th of March, bringing away the governor and one or two men of note.<sup>1</sup> This was the first achievement under the Continental flag, and it was planted for the first time on foreign soil at New Providence.

The story of the first capture of an armed vessel made under the Continental Union flag is thus told. Cooper, in the early editions of his "Naval History," gave the credit of first displaying the Continental striped flag at sea to the brig *Lexington*, under command of Captain John Barry, by saying that she "Preceded the squadron under Hopkins in getting to sea, as the *Lexington* must in all probability have left the Capes of Delaware late in January or early in February, 1776"; but in the edition of 1856, after an examination of the private papers of Captain Barry, he states that Captain Barry was employed in the Delaware or on shore, for a short time after Commander-in-chief Hopkins sailed for New Providence.

With orders to cruise to the southward, the *Lexington*, under command of Captain Barry, and flying the Continental Union flag, put to sea the last of March, 1776, and on the 7th of April, when off the capes of Virginia, after a close and spirited action of near an hour, captured the brig *Edward*, a tender of the British man-of-war *Liverpool*. The *Lexington* narrowly missed the credit of being the first of the new Continental navy to get to sea under the striped flag, but Captain Barry, her commander, achieved the high honor of making the first capture in battle under that flag, of an armed vessel from the enemy.

Commodore Hopkins, sailing under the same flag, had on

<sup>1</sup> Cooper's "Naval History."

the 4th of the same month captured a tender of six guns, commanded by a son of Commodore Wallace, and on the next day he fell in with and captured the British bomb-brig *Bolton*, commanded by Lieutenant Snead, but both vessels were taken without a contest.

The Continental Union flag was displayed at St. Thomas, a West Indian island, shortly before the adoption of the Declaration of Independence. According to "Reminiscences of Wilmington" in "Familiar Village Tales Ancient and New," by Elizabeth Montgomery, published in Philadelphia in 1851, the first American flag displayed at a foreign port was floated over the brig *Nancy* in the spring of 1776, at St. Thomas, a West Indian island, that was neutral during the Revolutionary War. Miss Montgomery was a daughter of Captain Hugh Montgomery, mentioned in her story. The substance of this story is to the effect that, in the winter of 1775, Robert Morris, financier for the Continental Congress, chartered the brig *Nancy* of Wilmington, Delaware, owned by Joseph Shellcross, Joseph Tatnall and others, and by Captain Hugh Montgomery, who was the commander. The ensuing March she sailed for Porto Rico under the English colors, and landed at Don Antonia Seronia, to procure arms and ammunition by a contract previously made with the Spanish government. Thence the brig sailed to different islands to avoid suspicion. At St. Croix and St. Thomas she took on produce by day and munitions of war during the night. These were sent from St. Eustatius in small vessels.

While at St. Thomas, when the cargo was nearly completed, information was received that independence was declared, with a description of the colors adopted. This was cheering intelligence to the captain, as it would divest him of acting clandestinely. Now they could show their true colors. The material was at once procured, and a young man on board set to work privately to make them. He was well known in after years as Captain Thomas Mendenhall.

The number of men was increased, the brig armed for defence, and all things put in order. The day they sailed

the captain invited the governor and his suite, with twenty other gentlemen, on board to dine. A sumptuous dinner was cooked ; and a sea turtle being prepared, gave it the usual name of a turtle feast.

As the custom-house barges approached with the company, they were ordered to lay on their oars, while a salute of thirteen guns was fired. Amid this firing Mendenhall was ordered to haul down the English flag, and hoist the first American stars ever seen in a foreign port. Cheers for the National Congress, and cries of "Down with the lion, up with the Stars and Stripes!" were shouted.

This novelty caused great excitement to the numberless vessels then lying in the harbor, and to the distinguished guests it was a most animating scene. After the entertainment was over, they returned in their boats, and the brig was soon under full sail. On her way homeward she was often chased, but, being a superior sailor, she escaped.

The future fortunes of the little brig and of the flag which was the first to fly abroad were stormy indeed. The brig did escape from the West Indies, and made as far north as the Delaware coast, but here she was so surrounded by the enemy that, in an effort to save the cargo of arms and ammunition, it was decided to run her ashore. Such, however, was the activity of the boats sent from the enemy's ship, in an attempt to board the brig, that this was impossible, and for nearly twelve hours and until the little ship was a wreck, those on board defended her. Some of her stores were landed, but nothing was left of the spars or rigging save one tottering mast, at which the little flag was still flying, and it was resolved, ere she was abandoned, to explode the ammunition, and thus prevent it and the other stores from falling into the hands of the enemy. The plan was arranged so that the men could have time to leave, and the captain and four hands were the last to quit. As this boat left the wreck, one man, John Hancock, jumped overboard, as he said, "to save the beloved banner or perish in the attempt." His comrades watched him as he climbed the shivering mast, unfastened

the flag, plunged into the sea, and bore it safe to the shore, where there was a Continental soldier to protect it. The enemy, thinking the taking down of the flag was a token of surrender, swarmed around the brig to take possession of the prize, and some forty of them were killed by the explosion.

The *Nancy* was blown up in the morning of the 29th of June, 1776, and the particulars of the explosion, with its direful results to the British sailors who boarded the brig, were given in a Philadelphia newspaper of the same date.

Although Miss Montgomery claims that it was the Stars and Stripes that was hoisted over her father's brig, and has an engraving of the *Nancy* flying this flag for the frontispiece to her book, it will be noticed that the *Nancy* was blown up five days before the Declaration of Independence (her narrative claims that the Declaration was known at St. Thomas when the flag was hoisted), and more than a year before Congress adopted the Stars and Stripes as a national emblem.

Conceding Mr. Canby's theory that Betsy Ross made the first Stars and Stripes in May or June, 1776, to be tenable, knowledge of the design of this flag could not have reached the *Nancy* in the West Indies; but there would have been ample time for the knowledge of the Continental flag that was raised on Prospect Hill on January 1, 1776, to have been received by Captain Montgomery. It was the crosses and stripes and not the Stars and Stripes that was raised over the *Nancy* at St. Thomas. Furthermore, this could not, as claimed, have been the first American flag displayed in a foreign port, as it was not raised over the *Nancy* until the day she set sail from St. Thomas for home, reaching Cape May on the 29th of June, and the Continental Union flag was hoisted by Commodore Hopkins at New Providence about the middle of March, which was probably previous to the arrival of the *Nancy* at Porto Rico.

The first capture of a British vessel occurred soon after the adoption of the Declaration of Independence. On July 6, 1776, Captain Isaiah Robinson, in command of the *Sachem*, sailed from the Delaware on a cruise, and when a few days

out, captured an English letter of marque, a Jamaica-man, after a sharp contest. He took his prize to Philadelphia, and shortly after sailed in command of the *Andrea Doria* for the island of St. Eustatius, to bring home some arms, and it was while there that the Continental Union flag received its first salute from a foreign power.

When the Declaration of Independence was read in New York on the 9th of July, 1776, in the presence of Washington, by one of his aids, we read that the "Great Union" flag of Cambridge was unfurled, and possibly it may have been displayed in New York at an earlier date. This document was read in the court-house at Easton, Pennsylvania, July 8, and proclaimed from the old State House in Philadelphia on the following day, and the striped flag of the thirteen United Colonies may have been shown on both occasions.

The late Honorable Benjamin F. Prescott, in 1876, while Secretary of State (he was afterward governor) of New Hampshire, published a pamphlet, entitled, "The Stars and Stripes: The Flag of the United States of America; When, where, and by whom was it first Saluted?" which gives evidence to support his opinion that the first salute to the Stars and Stripes was given by Johannes de Graff, Governor of St. Eustatius, one of the Dutch West India Islands, on the 16th of November, 1776. The pamphlet consists of twenty-six pages, some twenty of which are devoted to the correspondence between American and Dutch officials to show that the brig *Andrea Doria*, commanded by Captain Isaiah Robinson, obtained a salute for her flag, at the time and place named. The claim concerning the salute to an American flag is fully established, and Governor de Graff, upon complaint of the King of Great Britain to the Dutch Republic, was called home to Holland in consequence of his indiscretion.

Relative to the kind of flag worn by the brig *Andrea Doria*, Mr. Prescott must have been mistaken, as the stars were not added to the stripes until the 14th of June, 1777, some months subsequent to the firing of this salute. It was doubtless the continental striped flag that was saluted. The name

"Stars and Stripes" appears in the title of the pamphlet and in no other part of the book, except when given by Mr. Prescott. Dutch officials speak of this flag as that of the Continental Congress, or the flag of thirteen stripes. While this could not have been a salute to the Stars and Stripes, the fact remains that the first salute by any power in recognition of the republic that came into being with the Declaration of Independence, was given to Captain Robinson in the *Andrea Doria*.

A portrait of Johannes de Graff, presented by Mr. F. W. Cragin in 1837 to the State of New Hampshire, is in the Representatives' Hall in the State House at Concord, New Hampshire.

The Continental Union flag was first shown in European waters by the *Reprisal*, Captain Lambert Wickes. She sailed from Philadelphia for France in September, 1776, with Dr. Benjamin Franklin, who had recently been appointed United States minister at the court of France, on board as a passenger. While on the trip across she took several prizes, which were disposed of in France, being the first English captured ships to be carried to France since the beginning of the war for American Independence.

A squadron consisting of the *Reprisal*, *Lexington*, and the cutter *Dolphin*, under command of Captain Wickes, sailed from Nantes early in June, 1777, going first into the Bay of Biscay and afterward entirely around Ireland, in quest of British vessels, many of which were taken or destroyed. Some time after, the *Reprisal*, under command of Captain Wickes, sailed for America, and while crossing the Atlantic foundered on the banks of Newfoundland, all on board perishing except the cook, who was picked up three days afterward by a passing vessel.

John Paul Jones was pre-eminent in the early events associated with American flags, and the lustre of his achievements can never grow dim. He not only had the honor of hoisting the first American ensign ever shown on a regular man-of-war, but he is credited with being the first to raise the Stars and

Stripes over an American man-of-war; the first to show it in European waters; the first to receive and acknowledge a salute to it from a foreign power; the first to compel a regular British man-of-war to strike to it; and the first to display it on board the first ship of the line built for the United States, and appropriately named the *America*.

On the same day (June 14, 1777) that Congress passed the resolution which brought our national flag into being, it adopted the resolution that appointed Captain Paul Jones to the command of the *Ranger*, which was built at Badger's Island, then known as Langdon's Island, within the town of Kittery, Maine (then a district of Massachusetts), opposite Portsmouth, New Hampshire. When Jones was appointed to the command of the *Ranger* she was being fitted out for sea at Portsmouth.

The coincidence of the adoption of the national flag and his appointment to a command on the same day, led Jones to say: "That flag and I are twins, born the same hour and the same day out of the womb of destiny. We cannot be parted in life or in death. So long as we can float, we shall float together. If we must sink, we shall go down as one."

Augustus C. Buell in his "History of Paul Jones, Founder of the American Navy," published in 1901, states, on the authority of a family tradition, that five young ladies of Portsmouth, Mary Langdon, Augusta Pierce, Caroline Chandler, Dorothy Hall and Helen Seavey, made the Stars and Stripes "from slices of their best silk gowns, and presented to Jones to hoist on the *Ranger*, July 4, 1777," — that the flag was made "according to specifications which Jones furnished," and that "Jones displayed it on the *Ranger* the 4th of July (1777)," he "making a trip from Boston to Portsmouth for that special purpose." A recent writer states that a diligent search has failed to establish the identity of any one of the young ladies named by Buell as the flag-makers. Until the publication of this book, the title of "Father of the American Navy," had been bestowed upon Commodore John Barry by historians unchallenged, and it appeared in the text-books that were used years ago in our public schools. To assume

that this title belongs to John Paul Jones is without warrant. Barry was commissioned captain of the *Lexington* by the Continental Congress on December 7, 1775, the very day that Jones was appointed lieutenant in the United Colonies navy. Captain Barry sailed in command of the *Lexington*, the first armed vessel of the United Colonies, the last day of March, 1776, and on April 7 he made the first capture in battle, under the Continental Union flag, of an armed British vessel. Jones did not command a vessel until May 10, 1776, when he was appointed by Commodore Hopkins captain of the *Providence*. His first appointment to a captaincy by the Continental Congress was on October 10, 1776. Jones was in Europe for some time without a ship, while Barry served continuously from the beginning to the end of the Revolution, and rendered conspicuous service throughout the entire war. On March 10, 1783, Barry, in command of the *Alliance*, fought the last battle of the Revolution, off Florida, with the British sloop-of-war *Sybilie*, Captain Vashon. He continued in command of the *Alliance*, the last vessel owned by the United Colonies, until she was sold in 1785.

Barry was the first to receive a captain's commission in the United States navy, established by act of Congress, January 2, 1794. On July 1, 1794, he was sworn in as senior captain and commodore of the new United States navy, his commission being the first signed by President Washington. Thus he was the first commodore of the American navy. He was authorized by order of the Secretary of War to superintend the construction of the frigate *United States*, one of the first six vessels authorized by Congress to be built. She was launched at Philadelphia on July 10, 1797, and went to sea in July, 1798, in command of Captain Barry. She was the first of these vessels to be launched and the first to go to sea. Barry was commodore of all the vessels in the war with France, and at the head of the service until his death in September, 1803, at the age of 58. He was buried in St. Mary's churchyard, Philadelphia.

Jones had been dead nearly two years, when our navy, as



organized to-day, was established. He rendered most distinguished service in the navy of the United Colonies, but he was not its father. The honor of being the "Father of the American Navy," as the archives of the Continental Congress and of the United States Congress prove, belongs to Commodore "Jack" Barry. He is the father by reason of appointment, services in home and foreign waters, and merit. He was also the trainer of a number of officers whose distinguished services enriched the annals of our navy in the war with France, 1798-1800, with Tripoli, 1801-1805, and with England, 1812-1815.

Paul Jones was in Boston on July 1, 1777, and there and then received his orders to the *Ranger*, as he states in a letter written the following day to Captain Matthew Parke at Providence, Rhode Island. This letter is now in the Library of Congress. It is evident that there was not time before the 4th of July for him to send specifications to the young ladies of Portsmouth and have a flag made to hoist on that day on the *Ranger*. Besides, we are told by Jones himself that he did not make a "more early appearance" in Portsmouth than July 12, 1777.

Buell, however, declares that the ladies of Portsmouth made the Stars and Stripes and presented it to John Paul Jones, and that he hoisted it above the *Ranger*, but the display could not have been made until after the 12th of July. One writer is of the opinion that the first raising of the new ensign did not occur before late in the summer or early in the autumn of 1777. It will be recalled that Congress did not promulgate the flag until the 3d of September.

While this flag was made for the *Ranger*, we are told by Jones himself that it flew over the *Bon Homme Richard* when she fought the *Serapis*; that it was flying from the *Ranger* when Admiral La Motte Piquet gave his salute on the 14th of February, 1778, and also in the action between the *Ranger* and the *Drake* on the 24th of April following.

Delays in equipping the *Ranger* detained her at Portsmouth until the 1st of November, when Captain Jones set sail for

Nantes, France, capturing two prizes on his passage across, and reached the French port in thirty days from Portsmouth.

On February 10, 1778, Captain Jones sailed from Nantes to Quiberon Bay, conveying a fleet of American vessels which he placed under the protection and convoy of the French fleet commanded by Admiral La Motte Piquet, from whom he received the first salute ever given by a foreign power to the flag of the United States of America. The story of this first salute to the Stars and Stripes as told in Captain Jones's letter to the Naval Committee, dated February 22, 1778, is as follows :

"I am happy to have it in my power to congratulate you on my having seen the American flag for the first time recognized in the fullest and completest manner by the flag of France. I was off this bay on the 18th inst., and sent my boat in the next day to know if the admiral would return my salute. He answered that he would return to me as the senior American Continental officer in Europe, the same salute as he was authorized to return to an admiral of Holland, in any other republic, — which was four guns less than the salute given. I hesitated at this, *for I demanded gun for gun.* Wherefore I anchored in the entrance to the bay at some distance from the French fleet; but after a very particular inquiry on the 14th, finding that he really told the truth, I was induced to accept his offer; the more *as it was an acknowledgment of American Independence.*

"The wind being contrary and blowing hard, it was after sunset when the *Ranger* was near enough to salute La Motte Piquet with thirteen guns, which he returned with nine. However, to put the matter beyond doubt, I did not suffer the *Independence* (another vessel of Jones's fleet) to salute until the next morning, when I sent word to the admiral that I would sail through his fleet in the brig (the *Independence*) and would salute him in open day. He was exceedingly pleasant and returned the compliment also with nine guns."

Dr. Ezra Green, of Dover, New Hampshire, the surgeon of the *Ranger*, noted these salutes in his diary as follows :

"Saturday, 14th Feb. Very squally weather, came to sail at 4 o'clock P.M. Saluted the french Admiral, and rec'd nine guns in return. This is the first salute ever pay'd the American flagg."

"Sunday, 15th Feb'y. Brig *Independence* saluted the french flagg, which was returned."

Jones in his letter to the American Commissioners at Paris, dated Brest, May 27, 1778, states that in the engagement on the 24th of April preceding, between the *Ranger* and the *Drake*, that when the latter hoisted the English colors, "the *American stars* were displayed on board the *Ranger*." Thus Jones achieved the honor of being the first officer of the American navy to compel a regular British man-of-war to strike her colors to the new flag.

The *Ranger*, after securing her prize and repairing damages, sailed for France, and Captain Jones arrived in the port of Brest on the 8th of May with the *Drake*. The *Ranger* was ordered back to America and was taken with other vessels in the port of Charleston, South Carolina, when that city surrendered to the British forces in May, 1780.

After the departure of his ship to America, Captain Jones remained in France in the hope and expectation of receiving a more important command, but it was not until the next year, after many vexatious repulses to the earnest solicitations of this renowned officer that he was given employment. Finally, through the efforts of United States Minister Benjamin Franklin, assisted by the King of France and others, a squadron composed of the *Duras*, *Alliance*, *Pallas*, *Le Cerf*, *Vengeance*, and two privateers, was gathered, and Captain Jones was made commander-in-chief of the fleet.

After the *Duras*, which was an old Indiaman of clumsy construction, had been equipped and manned, her name was changed to *Bon Homme Richard*, in compliment to Dr. Franklin, but she was familiarly called the *Richard* by the seamen. All the vessels were French built except the *Alliance*, but they were to fly the American ensign and no other.

The squadron, with Commodore Jones in command of the *Richard*, sailed from the roads of Groix on the 14th of August, 1779, to the coast of Great Britain, and in a month's time they had captured and destroyed twenty-six vessels, the intelligence of which spread consternation along the English coast.

On September 23d, the battle between the *Richard* and *Serapis* under command of Captain Richard Pearson, took place, it being one of the hardest-fought contests ever known in naval warfare. The *Richard* was on fire in two places and in a sinking condition, when shortly after ten o'clock at night Captain Pearson hauled down the colors of the *Serapis* with his own hands. The *Richard* was abandoned, after removing everything to the *Serapis*, and at about 10 A.M. of the 25th she went down bows first. This gallant, unconquered ship sank beneath the waves, but her name floats on and on.

On the 28th of December, 1898, a flag was presented to the national government, through President McKinley, which was said to have been worn by the *Bon Homme Richard* during this memorable battle. James Bayard Stafford claimed that he was on this vessel and during the battle, her flag being shot away, he jumped into the sea and recovered it, and while engaged in replacing the flag he was cut down by an officer of the *Serapis*. When the *Richard* was sinking, the flag was seized by a sailor and transferred by Jones to the *Serapis*.

The falsity of the claim made by Stafford, relative to this flag which is now in the National Museum, is fully proved by Jones himself. The flag that was flying over the *Richard* during her battle with the *Serapis* is now at the bottom of the sea, as the following from Jones's journal shows:

"No one was left aboard the *Richard* but her dead. To them I gave the good old ship for their coffin, and in her they found a sublime sepulchre. She rolled heavily in the long swell, her gun-deck awash to the port-sills, settled slowly by the head, and sank peacefully in about forty fathoms. The ensign-gaff, shot away in action, had been fished and put in place soon after firing ceased, and our torn and tattered flag was left flying when we abandoned her. As she plunged down by the head at the last, her taffrail momentarily rose in the air; so the very last vestige mortal eyes ever saw of the *Bon Homme Richard* was the defiant waving of her unconquered and unstricken flag as she went down. And, as I had given them the good old ship for their sepulchre, I now

bequeathed to my immortal dead the flag they had so desperately defended, for their winding sheet!"<sup>1</sup>

Evidence that the ensign worn by the *Richard* was the flag made by the young ladies of Portsmouth, and presented to Jones to hoist on the *Ranger*, is given by Mr. Augustus C. Buell in his "History of Paul Jones, Founder of the American Navy," in these words:

"When Jones returned to this country in February, 1781, he found Miss Langdon of the 'quilting party,' a guest of the Ross family, whose house was always his home in Philadelphia. By way of apology he explained to her that his most ardent desire had been to bring that flag home to America, with all its glories, and give it back untarnished into the fair hands that had given it to him nearly four years before. 'But, Miss Mary,' he said, 'I could n't bear to strip it from the poor old ship in her last agony, nor could I deny to my dead on her decks, who had given their lives to keep it flying, the glory of taking it with them.'

"'You did exactly right, Commodore,' exclaimed Miss Langdon, 'that flag is just where we all wish it to be — flying at the bottom of the sea over the only ship that ever sunk in victory!'"

Commodore Jones in a speech at the town hall in Portsmouth, on November 29th, 1781, speaks of the ensign of the *Bon Homme Richard* in these words, as Buell relates:

"When I came here, more than four years ago, to take your little *Ranger* to Europe, I was unknown to you personally; but a flag was made for that ship by the dainty hands of Portsmouth's daughters, of a pattern new to the world. That flag the *Ranger* carried across the sea and showed it alike to our French friends and English enemies. Our French friends saluted it with the cannon of their grand fleet. Our English enemies twice lowered their haughty emblem to it. And even now it is still flying somewhere at the bottom of the North Sea, over the battered wreck of the good old ship that sunk disdaining to strike it. The story of that flag made by the daughters of Portsmouth has been written in letters of

<sup>1</sup> Augustus C. Buell's "History of Paul Jones, Founder of the American Navy."

blood and flame that can never be rubbed out so long as Liberty shall be the watchword of brave men and virtuous women."

The "Narrative of John Kilby," quarter-gunner of the *Richard*, written in September, 1810, and printed for the first time in *Scribner's Magazine* of July, 1905, speaks of the opening of the battle and the ensign in these words:

"At this time, (after the second broadside) Jones ordered the helm to be put hard up and to run the enemy on board. It was done. In doing this, her jib-boom ran between our mizzen-shrouds and mizzen-mast. Her jib-boom carried away our ensign staff and colors. At this, they gave three cheers. We answered them with one cheer. Jones at the same time cried out: 'Look at our mizzen-peak!' at which place was run up the glory of America,<sup>1</sup> I mean the most handsome suit of colors that I ever saw. They were about thirty-six feet in the fly."

He speaks of the sinking of the *Richard* as follows:

"O heavens! It was enough to bring tears from the heart of the most unthinking man! She went down head foremost with all sails set, — studding sails, top-gallant sails, royals, sky-scrapers, and every sail that could be put on a ship, — jack, pennant, and that beautiful ensign that she so gallantly wore while in action and when we conquered. A most glorious sight!! Alas! She is gone! Never more to be seen!"

The *America*, the only one of the six ships of the "74" class that was ever built under the law of 1776, was constructed at Portsmouth, New Hampshire, but she never got to sea under the national colors. Congress appointed Commodore Jones to the command of her, but before she could be launched Congress presented the ship to our ally, Louis XVI, the sovereign of France, to replace the *Magnifique* (74) which had been stranded near Boston Harbor. Jones, however, was retained in command, and superintended her construction.

<sup>1</sup> It will be noticed that Kilby called this beautiful flag "the glory of America." This was twenty-one years before Captain Driver christened the Stars and Stripes, "Old Glory."

On the 5th of November, 1782, when Jones launched the *America* into the waters of Portsmouth harbor, and delivered her to the Chevalier Martigne, who had commanded the *Magnifique*, she displayed the French and American national colors from her stern. Admiral Preble says:

"It seems probable that Jones hoisted the Stars and Stripes over her the preceding summer, when, at his own expense, he celebrated the birthday of the Dauphin of France, as it is recorded the ship on that occasion was decorated with flags of different nations, that of France being in the front, and that salutes were fired, and at night the ship brilliantly illuminated, etc."

The earliest known use of the Stars and Stripes in battle was on the 3d of August, 1777 (exactly a month before it was promulgated by Congress), at Fort Stanwix, built in 1758 and renamed Fort Schuyler by Colonel Dayton in 1777, which was on the site occupied by the present city of Rome, New York.

In anticipation of the coming of the British forces from the North consisting of redcoats and redskins, a garrison commanded by Colonel Peter Gansevoort was placed in Fort Stanwix, which was reinforced by 200 troops of the 9th Massachusetts, under Lieutenant-Colonel James Mellon. When the British under command of Lieutenants Bird and Brant besieged the fort on the 3d of August, the Americans, having no flag, soon fashioned one in conformity to the Stars and Stripes, from materials in the fort, which consisted of articles of clothing. Shirts were cut up to form the white stripes, bits of scarlet cloth were joined for the red, and the blue ground for the stars was composed of a cloth cloak belonging to Captain Abraham Swartwout, of Dutchess County, who was then in the fort. Before the close of the day this improvised flag was raised over one of the bastions, where it was floating in triumph when the siege was raised on the 22d of August.<sup>1</sup>

As to the materials of which this flag was composed, Colonel Willett presents a different story. He says:

<sup>1</sup> Lossing's "Pictorial Field-Book of the Revolution."

"The fort had never been supplied with a flag. The necessity of having one, upon the arrival of the enemy, taxed the invention of the garrison, and a decent one was soon contrived. The white stripes were cut out of ammunition shirts furnished by the soldiers; the blue out of the camlet cloak taken from the enemy at Peekskill; while the red stripes were made of different pieces of stuff procured from one and another of the garrison."

Historian John Fiske disagrees in some particulars with both of the foregoing narratives. He says this flag was extemporized out of a white shirt and an old blue jacket, and some strips of red cloth from the petticoat of a soldier's wife.

Colonel Willett was in error in regard to the cloak from which the blue cloth was taken for the field of the union. He is directly contradicted in a letter addressed to Colonel Peter Gansevoort, under date of 29th of August, 1778, by Abraham Swartwout, in which he says among other things: "Agreeable to your promise, I was to have an Order for Eight Yards of Broad Cloth, on the Commisary for Cloathing of this State, In lieu of my Blue Cloak which was used for Colours at Fort Schuyler (*i. e.* Fort Stanwix)."

On the 6th of August Colonel Willett made a sortie from the fort and attacked the camp of Sir John Johnson's "Royal Greens," so called because of their green uniform, and the spoils of this victory, which consisted of papers, baggage, clothing, blankets, stores, and camp equipage, were sufficient to fill twenty wagons. Five British standards were captured, and on Colonel Willett's return to the fort all were displayed on the flagstaff under the Stars and Stripes. Some years ago the Daughters of the American Revolution secured four cannon from the War Department to mark the bastions of old Fort Stanwix, and raised in bronze on the base of each is this declaration:

A FORT THAT NEVER SURRENDERED.

Defended August, 1777, by Colonel Peter Gansevoort  
and Lieutenant Colonel Marinus Willett.

Here the Stars and Stripes was first unfurled in battle.



It is said that the improvised flag used at Fort Stanwix is not in existence, but we are not told what became of it. Even tradition is silent as to its final disposition. The statement was made some six years ago that this flag was then in the possession of Mrs. Abraham Lansing, of Albany, New York, but such was not the fact, although she possesses a flag pertaining to the Revolution, which may have led to the erroneous assertion. The flag in her possession is one used between 1780-1783, and was displayed when Cornwallis surrendered. This information is handed down through Peter Gansevoort, the son of General Peter, who was the grandfather of Mrs. Lansing.

It has long been an accepted historical fact that the Stars and Stripes was first displayed in battle at Fort Stanwix on the 3d of August, 1777, but recently the claim has been made that they had their initial display on a field of battle at Cooch's Bridge, twelve miles southwest of Wilmington, Delaware, where there was an engagement between the troops of Generals Washington and Howe on the 3d of September, 1777, the very day the new flag was promulgated by the Continental Congress. This skirmish which was between Generals Cornwallis and Maxwell, and preliminary to the battle of Brandywine, took place on land that was then, and is still, in possession of the Cooch family, and the author is indebted to J. Wilkins Cooch for much valuable data pertaining to this historical event.

Some years ago Mr. Cooch's attention was called to a newspaper article in which the writer claimed that the Stars and Stripes was first used in battle on the soil of Delaware, at Cooch's Bridge. This engagement is not mentioned in the official records at Washington, but a research undertaken by Mr. Cooch resulted in finding complete proof that there was a skirmish between American and British troops at the time and place named. In an address on the first use of the flag, delivered by Mr. Cooch on the 22d of September, 1900, he cites the "Encyclopedia of Delaware" and the "History of Delaware," which give mention of this engagement. All writers agree

that the Stars and Stripes was unfurled at the battle of Brandywine, and he quotes authorities on that matter. He concludes his address in these words:

“To sum up our contention, we find that Washington marched through Philadelphia with 11,000 men, where he probably received the flag for his army, and passing through Wilmington, the main body encamped near Newport; that General Maxwell with a large force, so large that it required thirty to forty guides, was sent on to intercept the British army; that he met them under Cornwallis at Cooch's Bridge, where a sharp engagement took place September 3d, eight days before the battle of Brandywine, where the same General Maxwell led the fight. Certainly it is reasonable to believe that so important a division as Maxwell's had a flag, and that it must first have been used at Cooch's Bridge.”

A granite monument that marks the battlefield of September 3d, 1777, has been erected at Cooch's Bridge, its dedication taking place in 1901, on the anniversary of the engagement. This memorial, erected in the roadway near the residence of J. Wilkins Cooch, bears this inscription, beneath a representation of the original flag with thirteen stripes and thirteen stars disposed in a circle:

THE STARS AND STRIPES WAS  
FIRST UNFURLED IN BATTLE AT  
COOCH'S BRIDGE,  
SEPTEMBER THE 3D, 1777.

ERECTED BY THE PATRIOTIC  
SOCIETIES AND CITIZENS  
OF THE STATE OF DELAWARE,  
SEPTEMBER THE 3D, 1901.

Mr. Henry C. Conrad, one of the speakers at the dedication of the monument, conceded that a flag conforming in a general way to the new design was raised at Fort Stanwix, but does not regard it as a complete and regular Stars and Stripes. He said:

"On August 2d, 1777, a short skirmish or sally occurred at Fort Stanwix, New York, in which the Americans floated a rudely devised flag intended to represent the ideas embodied in the resolve of Congress. But all historians agree that the flag floated on that occasion was merely an improvised one, and in no sense a complete and regular flag of the United States."

His characterization of the twenty days' siege at Fort Stanwix, as "a short skirmish or sally," is an inaccurate description of that period of terror to the American patriots, who, had they surrendered, could not have escaped barbarous massacre by the redskin allies of the British soldiers. All historians agree that the Fort Stanwix flag was improvised, but none, to my knowledge, has said it was not complete.

Mr. Conrad further said :

"The engagement that took place here on the 3d of September, 1777, was the first, as I believe, after the adoption of the flag, where the American forces were drawn up in line of battle in front of the opposing army. Presumably the American forces had a flag, or flags, in their line when presenting themselves in battle array. The records tell us that when Washington marched his army through Philadelphia, on his way to this place, that 'the music was playing and the flags flying.' Undoubtedly these flags had been made after the pattern set forth in the resolve of Congress of seven weeks before, there having been ample time for the making of the flags after the approved pattern, and that the first thought would have been to furnish them, as speedily as possible, to the main army under Washington, as it marched southward to meet the invading foe."

From the foregoing quotation it will be seen that the claim that the Stars and Stripes was floating at Cooch's Bridge has no more substantial support than the presumption that the American forces had a flag, and that it conformed to the design of the newly adopted national emblem. There seems to be no substantial proof that the Stars and Stripes was flying at Cooch's Bridge, on the 3d of September, 1777. It is possible, and we may say probable, that our national standard

was floating over this battlefield, but proof of this claim is lacking. It is known that the Stars and Stripes was raised at Fort Stanwix, exactly a month prior to this engagement.

In January, 1778, Captain John Rathburne, in command of the American sloop-of-war *Providence*,<sup>1</sup> achieved a gallant exploit by making a descent upon the island of New Providence and seizing Fort Nassau, over which he raised the Stars and Stripes, this being its first display over a foreign fortress. This vessel carried twelve four-pounders, with a crew of only fifty men, and notwithstanding this trifling force, Captain Rathburne, at the head of twenty-five men, landed on the island. He was joined by some twenty Americans, who had escaped from British prison-ships lying in the harbor, and they seized Fort Nassau and got possession of the cannon, ammunition, and three hundred stand of small-arms that were stored there.

This descent was made on the night of the 27th of January, and at daybreak of the following morning the American flag was floating from the flagstaff of the fort. A privateer of sixteen guns and five other vessels, all prizes to the British sloop-of-war *Grayton*, which lay in the harbor, were surrendered to the Americans.

About twelve o'clock, the people having become fully aroused, some two hundred armed hotheads assembled and threatened to overpower the Americans in the fort, but Captain Rathburne suppressed this movement by a menace to burn the town if they fired a single gun.

Shortly after, the British sloop-of-war *Grayton*, appeared off the harbor, but, being signalled the state of affairs by the inhabitants, she stood off, the guns at Fort Nassau opening upon her as she retired.

About three o'clock the following morning, some five hundred armed men (about half of the entire population of the island) marched within sight of the fort and summoned the garrison to surrender, threatening at the same time to attack

<sup>1</sup> The *Providence* was taken with other vessels in the port of Charleston, South Carolina, when that city surrendered to the British forces, May 12, 1780.

the place, unless the Americans laid down their arms, and put all therein to the sword without mercy. In response to this demand, the Americans nailed the Stars and Stripes to the flagstaff and returned answer that while a man of them lived, they would not surrender.

Captain Rathburne caused the guns of the fort to be spiked, removed all the ammunition and small-arms to the *Providence*, burned two of the prizes which were of little value, and sailed with the remainder. The whole American garrison was embarked and put to sea, after having held possession of the place two entire days.

A unique incident connected with the new ensign occurred on the 7th of March, 1778, during an engagement between the United States ship *Randolph*, under command of Captain Nicholas Biddle and the British ship *Yarmouth*, commanded by Captain Vincent. The *Randolph*, one of the first, if not the very first, of the new vessels ordered by the general government of 1775, was launched at Philadelphia some time during the following year, and sailed on her first cruise under command of Captain Nicholas Biddle in February, 1777. She sailed on her last cruise in company with four small cruisers, the *General Moultrie*, the *Polly*, the *Notre Dame* and the *Fair American*, fitted out by the state authorities of South Carolina. This squadron left Charleston, South Carolina, where the *Randolph* had been blockaded for several months by a superior British force, early in February, 1778.

On the afternoon of March 7, the *Randolph*, being in company with the *General Moultrie*, discovered a man-of-war, which proved to be the *Yarmouth*. Cooper in his "Naval History" says:

"For the further history of the *Randolph* we are unhappily indebted to the British accounts. By a letter from Captain Vincent of his Britannic Majesty's ship *Yarmouth*, dated March 17, 1778, we learn that on the 7th of that month, while cruising to the eastward of the Barbadoes, he made six sail to the southwest, standing on a wind. The *Yarmouth* bore down on the chases, which proved to be two ships, three brigs, and a schooner. About nine o'clock

in the evening she succeeded in ranging up on the weather quarter of the largest and leading vessel of the strangers; the ship next in size being a little astern and to leeward.

"Hoisting her own colors, the *Yarmouth* ordered the nearest ship to show her ensign, when the American flag was run up, and the enemy poured in a broadside. A smart action now commenced and was maintained with vigor for twenty minutes, when the stranger blew up. The two ships were so near each other at the time, that many fragments of the wreck struck the *Yarmouth*, and among other things, an American ensign, rolled up, was blown upon her forecastle. This flag was not even singed."

The other American vessels made their escape. On the 12th of March, the *Yarmouth*, while cruising near the scene of the engagement, discovered a raft with four men upon it. They were taken on board the British man-of-war, and were the only survivors of a crew of more than three hundred who had been on the ill-fated *Randolph*.

Captain Biddle, who was wounded in the thigh early in the action and perished in the explosion, was born in Philadelphia on September 10, 1750. He entered the royal navy in 1770, and once served in a ship of which the famous Nelson was mate. He was appointed captain in the United States navy in 1776, and his achievements enriched the naval annals of his country.

In the week following the signing of the preliminary treaty of peace, the Stars and Stripes was seen in England, but it was not composed of a textile fabric, this flag being a representation from the artistic brush of an American painter.

It was the fifth of December, 1782, after listening to the speech of the king formally recognizing the independence of the United States, that Copley, the great American painter, repaired to his studio in London, and then and there attached the Stars and Stripes to a portrait of Elkanah Watson previously prepared by him, "representing in the background a ship bearing to America the intelligence of the acknowledgment of Independence, with a sun just rising upon the stripes and the union streaming from the gaff." The picture was com-

pleted previous to the royal acknowledgment of independence, except the flag, which Copley (as stated by him to the annalist Watson) "did not esteem it prudent to hoist under present circumstances, as his gallery was a constant resort of the royal family and nobility." But it was not until February, 1783, that the American flag, the *real bunting*, was actually unfurled to the breeze in one of the ports of old England.<sup>1</sup>

Shortly after the preliminary treaty of peace between Great Britain and the United States had been announced, captains of American vessels flying the Stars and Stripes began voyages to many of the foreign waters of the globe in quest of markets for home products. One enterprising shipmaster of the island of Nantucket, having whale oil to sell, sought and obtained a market for it in London; and he was the first to show the ensign of the Republic in the river Thames.

The *Political Magazine*, a monthly publication, printed in London in 1783, gives the story thus:

"*The Thirteen Stripes.* The ship *Bedford*, Captain Moores, belonging to Massachusetts, arrived in the Downs on the 3d of February, passed Gravesend the 4th, and was reported at the Custom House the 6th inst. She was not allowed regular entry until some consultations had taken place between the Commissioners of the Customs and the Lords of Council, on account of the many acts of Parliament in force against the rebels of America. She was loaded with 487 butts of whale oil; is American built, manned wholly by American seamen, wears the rebel colors, and belongs to the island of Nantucket, in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port. The vessel lies at Horsly-down, a little below the tower, and is intending to immediately return to New England."

The arrival of this Yankee ship in the Thames seems to have confounded ministers, as well as to have perplexed the officers of customs. Their profound "silence" on occasion of the announcement of this "extraordinary event" in the House of Commons will not fail to excite a smile.

In the summary of parliamentary debates contained in the

<sup>1</sup> *Life and Reminiscences of Elkanah Watson.*

London magazine before referred to, is found the following passage, under date of the 7th of February, 1788:

"The Thirteen Stripes in the river. Mr. Hammet begged leave to inform the House of a very recent and extraordinary event. There was, he said, at the time he was speaking, an American ship in the Thames, with the thirteen stripes flying on board. This ship had offered to enter at the custom house, but the officers were all at a loss how to behave. His motive for mentioning this subject was, that Ministers might take such steps with the American Commissioners as would secure the free intercourse between this country and America. He also wished for the Ministry, if they could by negotiation agree, that passports should be given to all ships in harbour, and particularly to the East Indiamen, now at Portsmouth, as he was of opinion such agreement would be of mutual convenience, and prove very serviceable to the merchants and tradesmen of this kingdom. *The Ministers remained silent.*"

The following humorous article appeared in the *London Chronicle* of February 7, 1783:

"There is a vessel in the harbor with a very strange flag. Thirteen is a number peculiar to the rebels. A party of naval prisoners lately returned from Jersey, say that the rations among the rebels are thirteen dried clams a day. The titular Lord Stirling takes thirteen glasses of grog every morning, has thirteen rum bunches on his nose, and that when he gets drunk makes thirteen attempts before he can walk. Sachem Schuyler has a topknot of thirteen stiff hairs which erect themselves on the crown of his head when he grows mad. It takes thirteen Congress paper dollars to equal one shilling sterling. Polly Wayne was just thirteen hours in subduing Stony Point, and thirteen seconds in leaving it. Every well-organized rebel household has thirteen children, all of whom expect to be major generals or members of the high and mighty congress of the thirteen United States when they attain the age of thirteen years. Mr. Washington has thirteen teeth in each jaw, and thirteen toes on each foot, the extra ones having grown since that wonderful declaration of independence, and Mrs. Washington has a tomcat with thirteen yellow rings around his tail, and that his flaunting it suggested to the Congress the same number of stripes for the rebel flag."



Further confirmation that the ship *Bedford* was the first to display our national emblem in the Thames, is given on this side of the Atlantic in a letter written by William Rotch, Jr., one of her owners, which is published in Dr. L. Vernon Briggs's "History of Shipbuilding on North River," and also in Admiral Preble's work on national flags. It follows:

"NEW BEDFORD, 8th month, 3d, 1842.

"DEAR FRIEND: In reply to thy letter of the 21st ult. received last evening, according to the best of my recollection, my father had a vessel built by Ichabod Thomas, at North River, just before the Revolution, for himself and Champion & Dickson, of London, for the London trade. After the war commenced she laid at Nantucket several years, until a license was procured for her to go to London with a cargo of oil, Timothy Folger, commander. Several gentlemen from Boston took passage in her, among whom were the late Governor Winthrop, Thomas K. Jones, — Hutchinson, and some others whose names I do not recollect.

"In 1781, Admiral Digby granted thirty licenses for our vessels to go after whales. I was then connected with my father and I. Rodman in business. Considerable oil was obtained in 1782. In the fall of that year I went to New York and procured from Admiral Digby licenses for the *Bedford*, William Moores, master, and, I think, the *Industry*, John Chadwick, master. They loaded. The *Bedford* sailed first, and arrived in the Downs the 23d (3d) of February, the day of the signing of the preliminary treaty of peace between the United States, France and England! and went up to London, and there displayed for the first time the United States flag. The *Industry* arrived afterward, and was, I suppose, the second to display it. The widow of George Hayley, who did much business with New England, would visit the old *Bedford* and see the flag displayed. She was the sister of the celebrated John Wilkes.

"We sent the sloop *Speedwell* to Aux Cayes, Santo Domingo. She was taken and carried into Jamaica, but her captain was released one day after. By the treaty, the war ceased in that latitude, and she was released when she showed the first United States flag there. On her return home, everything was very low by return of peace. We put on board two hundred boxes of candles, and with William

Johnson (whose widow I learned, lives at Quassi) as supercargo, sent her to Quebec, where hers was the first United States flag exhibited.

"Should thee wish any further information within my recollection, I will freely communicate it.

"I am, with love to thy wife,

"Thy affectionate friend,

"WM. ROTCH, JUN."

A variation of twenty days between the date of arrival of the *Bedford*, as given in this letter and the actual date, will be noticed, and there is also a discrepancy as to the time of signing the preliminary treaty of peace, but it should be borne in mind that Mr. Rotch was writing from his recollection of events of sixty years before, and it is not surprising that his memory was in error.

The reader will observe that Mr. Rotch's letter gives the interesting information that the sloop *Speedwell* was the first to show the Stars and Stripes at Aux Cayes, Santo Domingo, and in the port of Quebec. Captain Tyler Parsons, in the ship *Washington*, arrived at Quebec from New York in 1826, and was probably the second to fly our national ensign in that harbor.

The claim for the honor of first displaying the Stars and Stripes in a British port has been made for several other vessels beside the *Bedford*, viz.: the ship *United States*, of Boston, owned by John Hancock; a Newburyport ship, the *Compte de Grasse*, Nicholas Johnson, master; the ship *William Penn*, of Philadelphia; and for the bark *Maria*, belonging to William Rotch & Co., owners of the *Bedford*.

The question as to which vessel this honor belonged was long in controversy, but largely through the efforts of Admiral Preble, the distinction was awarded to the *Bedford*. The publication of Mr. Rotch's letter in Admiral Preble's work, where it appeared for the first time in any book on flags, put an end to the discussion.

That other American vessels were in the Thames about the time the *Bedford* sailed up the river is shown by the following from the *Gentleman's Magazine* for 1788. It says:

"Monday, February 3, 1783. Two vessels were entered at the Custom House from Nantucket, an American island near Rhode Island; a third ship is in the river. They are entirely laden with oil, and come under a pass from Admiral Digby, the inhabitants having agreed to remain neutral during the war."

The proclamation of King George III, acknowledging the independence of the United States, was published in the London papers on the 15th of February, 1783, and news of it reached America in April, which was followed by public rejoicings at various places. Madame Wooster and Mrs. Roger Sherman made a flag that was displayed at New Haven, Connecticut, which is thus described in the Diary of President Ezra Stiles, of Yale College, preserved in the college library :

"April 24, 1783. Public rejoicing for the Peace in New Haven. At sunrise thirteen cannon discharged in the Green, and the continental flag displayed, being a grand silk flag presented by the ladies, cost 120 dollars. The stripes red and white, with an azure field in the upper part charged with thirteen stars. On the same field and among the stars was the arms of the United States, the field of which contained a ship, a plough, and three sheaves of wheat; the crest an eagle volant; the supporters two white horses. The arms were put on with paint and gilding. It took — yards. When displayed it appeared well."

A rude drawing of the flag which accompanied the description, shows in a scroll near the bottom of the canton, the Pennsylvania motto, "Virtue, Liberty, Independence," not mentioned by him. It seems that the ladies who fashioned the flag, being unfamiliar with the arms of the United States, adopted the 20th of June, the year before, took as their guide the arms emblazoned on the title-page of a family Bible published in Philadelphia, which were those of Pennsylvania. When Roger Sherman, one of the five members of the committee to draft the Declaration of Independence, and then a member of Congress, returned home, the mistake was rectified.

The treaty of peace between Great Britain and the United

States was concluded and signed at Paris on the 3d of September, 1783, by David Hartley on the part of Great Britain, and by Dr. Franklin, John Adams, and John Jay, on the part of the United States. "Then Franklin put on his suit of clothes, which he had laid aside, after receiving personal abuse before the British Privy Council, with a vow never to wear them again until America was independent and England humbled."

In October, Sir Guy Carleton was ordered to evacuate the city of New York, the only place in our republic then occupied by British troops. He was delayed, waiting for vessels, but finally, the 25th of November was the day agreed upon for his evacuation. The first Stars and Stripes raised that day was run up in the morning by the wife of a tavern keeper named Day. An account of this incident is given in B. J. Lossing's "Our Country."

"The late Dr. Alexander Anderson, the pioneer wood-engraver in America, related to me the following amusing incident of that evacuation-day. He was then a boy between eight and nine years of age, having been born three days after the skirmishes at Lexington and Concord. He was living with his parents in Murray street, near the Hudson River, then sparsely settled. Opposite his father's dwelling was a boarding-house kept by a man named Day, whose wife was a large, stout woman and zealous Whig. On the morning of evacuation-day, she ran up the American flag upon a pole in front of her house. The British claimed possession of the city until twelve o'clock at noon, and this act was offensive to them. Early in the forenoon, when young Anderson was on his father's stoop, he saw a burly, red-faced British officer, in full uniform, coming down Murray street in great haste. Mrs. Day was sweeping in front of her door, when the officer came up to her in a blustering manner, and in loud and angry tones ordered her to haul down the flag. She refused, when the officer seized the halyards to pull it down himself. Mrs. Day flew at him with her broomstick and beat him so furiously over his head that she made the powder fly from his wig. The officer stormed and swore, and tugged in vain at the halyards, which were entangled; and Mrs. Day applied her weapon so vigorously that he was soon compelled to retreat

and leave the flag of the valiant woman floating triumphantly in the keen morning breeze. The British officer was the infamous provost marshal of the army, William Cunningham, who, for seven years, had cruelly treated American prisoners under his charge in New York, and terribly oppressed some of the few Whig families who remained in that city. This inglorious attempt to capture the colors of the Day Castle and the result, was the last fight between the British and Americans in the Old War for Independence."

Mrs. Day gained the day, and with her broom achieved a sweeping victory.

General Washington, with his staff, accompanied by Governor George Clinton and other civil officers and escorted by a detachment of troops from West Point under General Knox, who was a commissioner to arrange with Sir Guy Carleton the terms of the surrender, appeared near the city of New York on the morning of evacuation day. At one o'clock in the afternoon, the British having withdrawn to the water's edge for embarkation, the Americans marched into the city, and before three o'clock General Knox had taken possession of Fort George, at the foot of Broadway.

Before leaving the fort the British nailed their flag to the top of its staff, removed the halyards, greased the pole from top to bottom, and knocked off the cleats. Several stories have been told concerning the removal of this flag, but it is generally believed that John Van Arsdale, a lively sailor boy sixteen years of age, procuring a number of cleats, climbed the flagstaff, tore down the British flag, and nailed in its place the Red, White, and Blue of the republic. It is said that the sailor boy scornfully threw the emblem of tyranny to the ground, where it was seized and torn to pieces.

P. T. Barnum, in a letter written to Admiral Preble, November 22, 1871, stated that the Stars and Stripes raised over Fort George, was for a long time preserved in the American Museum, New York City, and was destroyed when that building was burnt. Mr. Barnum said that the flag was well authenticated when presented to Mr. Scudder, the founder of the Museum, in 1810. It is described as being of bunting,

about nine or ten feet wide by twelve or fifteen feet in length. It had the thirteen stars and stripes, but the arrangement of the stars is not given. It was always displayed in front of the Museum on the anniversaries of Evacuation Day and the 4th of July, and was always saluted by the military when passing.

John Van Arsdale died in 1836, and was buried with military honors by the Veteran Artillery Corps, of which he was the first lieutenant. His descendants, beginning with his son David, on recurring anniversaries of Evacuation Day, for many years hoisted the Stars and Stripes at the Battery. For a number of years Christopher R. Forbes,<sup>1</sup> a great-grandson of John Van Arsdale, had the honor of raising the flag, but in 1898, for the first time, he was not allowed to repeat the ceremony of his ancestor. In this and the following year, Park Department employees hoisted the Stars and Stripes, and they were supplanted in 1900 by the Veteran Corps Military Society of War of 1812. Some years ago a contention arose as to who had the right to raise the flag and on more than one occasion the question had to be settled by the courts.

The honor of being the first to display the Stars and Stripes in the Chinese sea has been claimed for several vessels, but writers have quite generally awarded the claim to the ship *Empress of China*. She was 360 tons register, and under command of Captain John Green, sailed from New York on the 22d of February, 1784, touching at Cape de Verde, arriving at Macao August 23d, and reaching Whampoa five days after, where she saluted the shipping with thirteen guns. On the 13th of September she was visited by the chief of customs, who was saluted with nine guns as he came on board, and thirteen guns on his leaving the ship. She returned to New York the 11th of May, 1785, having made the round voyage in a little less than fifteen months.<sup>2</sup>

<sup>1</sup> Christopher Robert Forbes was born in New York on April 14, 1854, and died there on June 28, 1902.

<sup>2</sup> Shaw's *Journal*.

For a great many years, beginning with the middle of the seventeenth century, Salem, Massachusetts, was in the forefront of the leading commercial cities of America. Following the close of the Revolution, vessels from this port sailed many foreign waters, and would naturally be among the very first to show the new flag abroad. In the eighteenth century the Derbys of Salem led in American commerce. Their vessels sailed to the West Indies and penetrated the waters of far-away oceans. Elias Hasket Derby, the most celebrated of this remarkable family, established a regular trade with India and with St. Petersburg. In fourteen years he achieved a record of having sent at least thirty-seven different vessels on 125 voyages, of which forty-five were to the East Indies or to China. His ships first displayed the Stars and Stripes before the fortress of Calcutta, and his was the first American ship that brought a cargo of cotton from Bombay to New England.

A collection of historical data on this subject is contributed by the Honorable Robert S. Rantoul, President of the Essex Institute, Salem, Massachusetts. We may be sure that the Stars and Stripes was shown for the first time at several of the ports mentioned, not excepting some of those visited in the first third of the nineteenth century, for which no claim is made.

"1783. Captain Benjamin Carpenter of Salem, the second President of the East India Marine Society, is claimed to have navigated a Salem vessel around the Cape of Good Hope, touching at St. Helena on his return.<sup>1</sup>

<sup>1</sup> It is claimed that Captain Carpenter sailed into Chinese waters on this voyage and was the first to show the new flag there, but proof of this is wanting. An obituary notice of him published in a Boston newspaper of September 26, 1823, speaks of his voyage around the Cape of Good Hope in 1783, and his command of the first cartel sent to England in the Revolutionary War. Mr. Rantoul quotes from the Record of the East India Marine Society in these words: "He commanded the first cartel sent to England in the Revolutionary War, with captive British officers, which for a time puzzled the government there, whether to condemn the vessel, send her commander to Newgate as a rebel, or to purchase his ship. They preferred the latter, and thus avoided the nice question of independence. He is believed to be the first who carried the thirteen stripes round

"1784. In June the Derbys cleared the barque *Light Horse*, James Buffington, master, for St. Petersburg.

"1784. In November the Derbys cleared the ship *Grand Turk*, Jonathan Ingersol, master, for the Cape of Good Hope.

"1785. In November the Derbys cleared the *Grand Turk*, Eleazer West, master, for the Isle of France and Canton. She arrived home in June, 1787, having been the first to show the flag in the Isle of France and Batavia.

"1788. The Derbys sent the ship *Atlantic* to Surrat, Bombay, and Calcutta.

"1789. The ship *Peggie* arrived at Salem from Bombay with the first cargo of cotton, and sailed again, the same year, for Siam, where she first displayed the flag.

"1789. The Derbys dispatched to Canton the ships, *Atlantic*, *Astraea*, *Three Sisters*, and *Light Horse*.

"1789. In August the schooner *Lark* arrived from Surinam.

"1789. In August the schooners, *Polly* and *Sally*, cleared for Senegal and the west coast of Africa.

"1795. In November the ship *Rajah*, Captain Jonathan Carnes, cleared on an eighteen months' voyage to Sumatra.

"1796. October 3, the *Astraea*, Captain Henry Prince, of and from Salem, reached Manila.

"1798. The ship *Recovery*, Captain Joseph Ropes, of and from Salem, reached Mocha.

"1799. The Salem ship *Franklin*, commanded by James Deveaux of Salem, reached Japan.<sup>1</sup>

"1801. In July, the Salem ship *Margaret*, Captain Samuel G. Derby, arrived at Nagasaki.

"1811. The barque *Active* of Salem, Captain William P. Richardson, touched at the Feejee Islands.

the Cape of Good Hope after the peace of 1783, and exhibited them on his return at the Island of St. Helena."

<sup>1</sup> This ship is credited with the honor of first carrying the flag of our republic from an American port to Japan. She sailed from Boston, December 11, 1798, arrived at Batavia April 28, 1799, reached Japan July 19, 1799, and returned home May 20, 1800. Her log-book is preserved in the Essex Institute at Salem, Massachusetts. The Stars and Stripes was first displayed in a Japanese port in 1797, but it was worn, to avoid capture by the British, on a vessel sent by the Dutch from Batavia. This vessel, which was chartered by the Dutch, was named the *Eliza*, of New York, and her captain was an Englishman.



"1820. In April, the brig *Beulah* of Salem, Captain Charles Forbes, entered this port from Madagascar.

"1826. The brig *Ann* of Salem, Captain Charles Millet, was at Zanzibar during the summer.

"1832. The ship *Tybee*, Captain Charles Millet, visited Sydney, New South Wales, Australia."

One of the earliest voyages (some say the second) to China under the Stars and Stripes, was notable on account of the smallness of the vessel in which the adventure was undertaken. Captain Stewart Dean, one of the most noted of the old-time Hudson River skippers, in the fall of 1785, undertook an enterprise that was exceedingly bold. At the time mentioned he fitted out at Albany a sloop of eighty tons burthen, appropriately named the *Experiment*, and sailed from New York December 18, for the Eastern seas. It was considered a hazardous venture and few expected to see either the vessel or its crew return. She was laden with an assorted cargo for a regular trading expedition, and the experiment proved a successful one in every way. Her return trip occupied four months and twelve days, and she reached New York April 22, 1787, after an absence of about eighteen months. Her cargo consisted of teas, nankeens, silks, and thirteen sets of china ware. It is said that many pieces of this china are still treasured as heirlooms in several Albany families. Captain Dean made several successful voyages to China subsequently. After giving up the sea, he removed to New York City, where he died August 5, 1836, aged ninety years.

#### STARS AND STRIPES RAISED IN WESTON, MASSACHUSETTS

When President Washington was a guest of the John Flagg tavern of Weston, in Middlesex County, Massachusetts, in 1789, the Stars and Stripes was displayed from the roof of the large barn connected with the tavern, and it flew from the same flagstaff in 1798, when President John Adams, on his way to Quincy, passed the night in the same room formerly occupied by Washington.

This flag was displayed from the barn on many subsequent occasions and continued in existence until the night of the 13th of November, 1902, when it was burned in a fire that destroyed the Flagg tavern. This flag had thirteen stars and thirteen stripes, was of large dimensions and in perfect condition down to the time of its most unfortunate destruction. For several years it was in the possession of Mr. Daniel S. Lamson, of Weston, who took it to meetings of Colonial societies and the Sons of the American Revolution, where the flag that the father of his country had looked upon, was viewed with the deepest interest.

The honor of first carrying the American Red, White, and Blue around the world belongs to the ship *Columbia*, one of the noted vessels built on North River, Plymouth County, Massachusetts. Some Boston merchants conceived the idea of fitting out a trading expedition to the great Northwest country, the story of whose wealth in furs, which could be obtained in exchange for articles of trifling value, they had often listened to. The plan of the expedition originated with Charles Bulfinch, whose plans of another character brought him great fame as an architect in subsequent years. Associated with him in fitting out the expedition were Joseph Barrell, Samuel Brown, merchants of Boston, Captain Crowell Hatch, of Cambridge, and John M. Pintard, a New York merchant; also John Derby, a well known shipmaster of Salem.

The *Columbia*, which had been used in the Revolutionary War, and is described as a "substantial, two-decked, square-sterned craft of 213 tons, with three square-rigged masts, and a defensive armament of ten cannon," was purchased by the six associates. The total expense of the venture was \$50,000, which, for those days, was a large sum to raise.

The sloop *Lady Washington*, a suitable craft to carry the cargo of furs that were to be purchased of the Indians, was selected as a consort of the *Columbia*. She was built and rigged after the regulation style of sloops, but was a small craft for the large name she bore, as she registered but ninety tons.

On the 30th of September, 1787, the *Columbia*, Captain John Kendrick, of Wareham, Massachusetts, and the *Lady Washington*, Captain Robert Gray,<sup>1</sup> of Tiverton, Rhode Island, sailed from Boston, both vessels being loaded with blankets, knives, iron bars, copper pans, and "other articles proper for trade with the northwest Indians." One writer says, "Doubtless the 'other articles' covered a certain amount of New England rum." The vessels proceeded to the Cape Verde, and thence to the Falkland Islands, and rounded the Horn in company in January, 1788, and shortly after were separated in a hurricane. The *Lady Washington* continued her course alone up the Pacific coast to Nootka Sound, which she reached on the 17th of September, 1788, where, some days later, she was joined by the *Columbia*.

The two vessels remained in the sound during the winter, the mariners constructing a rude habitation on the shore. The *Columbia* lay there during the following summer, while Captain Gray, in the *Lady Washington*, was exploring adjacent waters and trading with the Indians. This trading continued until the *Columbia* was well-laden with a cargo of fine furs, which had been collected by both vessels. At this time it was agreed by the two captains that Kendrick should remain with the sloop upon the coast, while Gray should sail in the *Columbia* for Southern China. He set sail on July 30, 1789, and arrived at Canton on the 6th of December, where he sold his furs, took on board a cargo of tea, with which he sailed into Boston Harbor on the 10th of August, 1790, amid the firing of welcoming salutes. Captain Gray returned by the way of the Cape of Good Hope, and thus made the circuit of the globe, for the first time in the history of the Stars and Stripes.

<sup>1</sup> Robert Gray first saw the light in the year 1755, in the town of Tiverton, Rhode Island. He was born in sight of the sea, and early in life its attractions having fascinated him, he engaged as a cabin boy, and thus began his sea-faring career which was destined to associate his name with two of the notable events in the history of the flag of his country. During the Revolutionary War he was an officer in the American navy. In 1794 he married into a Boston family, and made his home in Boston on Salem street. He died in Charleston, South Carolina, in 1806.

John Hancock, then governor of Massachusetts, gave a dinner to the valiant captain, officers, and owners of the *Columbia*.

After being on shore only seven weeks, Captain Gray sailed from Boston in the *Columbia* on the 28th of September, 1790, touching at the Falkland Islands, doubling Cape Horn in the favorable season, and reached Calyoquot, near the Straits of Juan de Fuca, on June 4, 1791. During the following summer and winter Gray was engaged in trading with the natives and exploring in neighboring waters.

On the 29th of April, 1792, while on a cruise to the southward, Gray sighted the squadron of George Vancouver, the British navigator, who was conducting an exploring expedition, and narrowly escaped the honor and great advantage that it would have been to his nation, of being the first discoverer of the long-sought great river of Oregon.

Gray continued his southward course along the coast, and on the 7th of May, 1792, he discovered a harbor in latitude  $46^{\circ} 58'$ , which he named Bulfinch Harbor. This was subsequently called Gray's Harbor, a name it still bears. Early in the morning of the 11th of May, Gray entered the great river, sailing up its waters with the Stars and Stripes floating above the *Columbia*. On May 19, Gray landed with his crew, formally named the river after his famous ship, and claimed it for the United States. The next day he sailed down the river and regained the Pacific.

This discovery by Captain Gray was the foundation of our claim to the Oregon territory, and was recognized as such years after. The explorations of Lewis and Clark in 1804-1806, followed by the founding of Astoria, in 1811, by John Jacob Astor, fully established the sovereignty of the United States over that region.

Captain Gray sailed from the mouth of the Columbia to Nootka Sound, where he resumed trading. In September, 1792, he departed for Canton, but the *Columbia* being in need of repairs, he put into the harbor of Macao. His furs were forwarded to Canton and sold. He purchased tea, sugar,

china ware, and curios, and with this cargo he sailed on February 3, 1793, for home, reaching Boston on July 29, 1793, ending his second voyage around the world in the *Columbia*, with lasting fame for himself and gallant ship.

The first, and up to the present writing, the last action on Irish soil under the Stars and Stripes, and, also, the only time that British soldiers fought under the folds of the American flag, was in an incident which occurred at Londonderry, Ireland, in November, 1790.

Mr. Samuel Cox, an eminent American bridge builder, who constructed, between June 14, 1785, and June 17, 1786, the bridge connecting Boston with Charlestown, then the longest one in the world, three or four years after went to England, where he contracted for and built several bridges. He built one over the Foyle at Londonderry, and on the 22d of November, 1790, when it was nearly completed, he, under orders of the mayor and corporation of the city, opened it free to the people, and with the consent of the authorities, hoisted the Stars and Stripes over the bridge. Free passage was allowed for about a week, when the gate was erected for the purpose of collecting toll; but the people, from the indulgence of the corporation, thinking there was no power to oblige them to pay toll, insisted in passing over free. This led to a riot, during which nearly the whole of the Fortieth Regiment was called to the support of the mayor and other officials who had tried to quell the riot. "At first, the military were ordered to fire in the air, then at the tops of houses; but the desperation of the mob increasing, the soldiers were ordered to level their muskets. About five in the evening the mob dispersed," three men having been killed and several severely wounded. The American flag continued to fly until peace was declared. Several versions of the cause of this riot have been given.

Probably the first salute by an English vessel-of-war to the Stars and Stripes at Boston, was given by H. B. M. ship *Alligator*, Captain Isaac Coffin, from Halifax, on the 2d of May, 1791. While passing the Castle the American flag was saluted with thirteen guns, which salute was promptly re-

turned by the fortress. The *Columbian Centinel*, of Boston, the next day in speaking of this event, said :

"This mutual attention to powers, who were lately hostile to each other, shows the superior liberality of the age in which we live, and proclaims to the world the verification of that memorable instrument, the Declaration of Independence, in which our political fathers declared that they 'should hold the king and subjects of Great Britain as they did the rest of the world, — enemies in war ; in peace, friends.'"

In the autumn of 1791, six whaling ships sailed from Nantucket to cruise in the Pacific. Three of these vessels, the *Bearce*, *Hector*, and *Washington*, were new, and the *Rebecca*, *Favorite*, and *Warren* were old. None of these vessels registered more than 250 tons, and all were sluggish sailers, and sparingly fitted, but all doubled Cape Horn. The *Rebecca* was the first to round the Horn, and the first whale-ship to float the Stars and Stripes in the Pacific. The *Rebecca* was owned by J. Russell & Sons and Cornelius Howland, of New Bedford, and named for Joseph Russell's oldest daughter. She sailed under command of Captain Joseph Kersey, September 28, 1791, and was the first American whale-ship that doubled Cape Horn. She returned home February 23, 1793.

James Monroe, the fifth President of the United States, who was minister to France from 1794 to 1796, presented his credentials to the French Republic on the 14th of August, 1794, and on the next day in the National Convention following his recognition as United States minister, by the president of the convention, "It was then decreed on motion of Monsieur Bayle, that the colors of both nations should be suspended at the vault of the hall, as a sign of perpetual alliance and union."

On the 25th of September, a little more than a month after this decree, Captain Joshua Barney presented a stand of American colors to the president of the convention, and they, with the French National Tricolor, were suspended from the vault of the Assembly Hall. The American flag had the fifteen stars and fifteen stripes that were to compose the national

standard from May 1, 1795, which new flag had been decreed on the 13th of January, of the previous year.

The French National Convention, in return for the presentation of the American tricolor, decreed that their own national red, white, and blue should be presented to the sister republic. On the first day of January, 1796, Monsieur Adet, the minister of the French Republic to the United States, presented the French colors to the United States, which were received by President Washington. The French flag was deposited in the archives of the State Department, which disposition offended the French minister, as he desired it to be placed in the hall of the legislative body, an honor that had been accorded the American colors. The further history of this flag has not been made public. The war between France and the United States from July 9, 1798, to September 30, 1800, may have led to its removal.

By the treaty of October 27, 1795, of friendship, limits, and navigation, Spain relinquished to the United States her claim to all territory above 31° north latitude. This settled how far north Spain might extend her Florida boundary, and commissioners were appointed by both governments to determine the line of separation between the United States and Spanish territory. Andrew Ellicott, of Pennsylvania, was appointed commissioner on the part of the United States. The American commissioners arrived at Natchez on the 29th<sup>1</sup> of February, 1797, where the Stars and Stripes was displayed for the first time. Lieutenant Pope, United States army, with a company of infantry, arrived at Natchez on the 24th of April, 1797, and the next day saluted the Spanish flag, and pitched a camp on the bluff, where he raised the American flag.

In the spring of 1797, Captain Isaac Guion, United States army, with two hundred infantry and fifteen pieces of artillery, sailed down the Mississippi to Chickasaw Bluff, now Memphis, where he built Fort Adams (afterward called Fort Pickering),

<sup>1</sup> This date is given by Ellicott himself in his journal, but 1797 not being a leap year; it must be an error.

and there, for the first time, displayed the United States flag. Late in 1797, Major William Hersey, United States army, took possession of the fort on the site now covered by Vicksburg, and raised the Stars and Stripes. A few months afterward, Colonel John F. Hamtremack, United States army, built Fort Adams at a place called Loftus Heights, and there displayed our flag, which was not seen on the river below that point until December 20, 1808, when the American troops marched into New Orleans to take possession of the Louisiana province, which had been ceded to the United States by the French Republic.

It is said that the first vessel to sail the waters of Lake Erie under the Stars and Stripes was a schooner launched at Erie, Pennsylvania, some time during the year 1797. The construction of two gunboats on Lake Champlain, and a regular brig-of-war for Lake Ontario were contracted for by the United States government in 1808, and the brig-of-war was delivered in the spring of 1809. She was called the *Oneida*, and was equipped and sent upon the lake the following year. On August 7, 1901, the Stars and Stripes was raised in the village of La Salle, a suburb of Niagara Falls, New York, in commemoration of the launching of the first vessel known to have plied the waters of the great lakes above Niagara Falls. This was the *Griffon*, a craft built by La Salle, in 1679. A granite monument, erected on the site of the building of this vessel was dedicated on May 24, 1902. On the monument is a bronze tablet bearing this inscription :

HEREABOUTS, IN MAY, 1679,  
ROBERT CAVELIER DE LA SALLE  
BUILT THE GRIFFON OF SIXTY  
TONS BURTHEN, THE FIRST VESSEL  
TO SAIL THE UPPER LAKES.

ERECTED BY NIAGARA FRONTIER HISTORICAL SOCIETY AND  
PRESENTED TO NIAGARA LANDMARKS ASSOCIATION,  
MAY, 1902.

According to the claim of Mr. John Lee, he was the first to show the flag of our republic in the port of Smyrna, Asiatic



Turkey. In a letter to a naval friend, written in 1837, he says:

"In 1797 I caused to be waved on board the American vessel *Ann*, of Boston, Captain Daniel Sawyer, the American starry flag, the first that appeared in Smyrna, and just after a greater part of the city, my house among the rest, had been burnt. She came hither in 127 days from the Danish settlement of Tranquebar, on the Coromandel coast, and brought to my house a valuable cargo, which I sold to a good profit."

The *Delaware*, Captain Stephen Decatur, Sr., went to sea early in June, 1798, and cruised to the southward of Cape Henry, as far as the coast of Florida. When a few days out the *Delaware* captured the French privateer schooner *Le Croyable*, which had already made several prizes. This was during the war with France, and Captain Decatur had the honor of making the first capture of a vessel taken by the present navy, or under the present form of government, and, also, the first under the flag of fifteen stars and fifteen stripes.

The *Le Croyable* was taken into the United States navy, re-named the *Retaliation*, and her command given to Lieutenant Bainbridge. He was attacked in the following November by two French war vessels and compelled to strike his flag. Thus did this unlucky vessel become the first cruiser taken by both parties in the war.

An interesting voyage was that of the ninety-ton ship-rigged vessel *Betsey*. Under command of Captain Edmund Fanning she sailed from New York in 1797, and made the circuit of the globe in a trading voyage that occupied two years. She returned to New York laden with a valuable cargo of silks, teas, china ware, and nankeens. The *Betsey*, which was first intended for packet service between New York and Charleston, South Carolina, and rigged as a brig, was built in New York, in 1792, "and so far uptown as to be launched across three streets, her master-builder having a fancy to build her before his own door in Cheapside Street." She is one of the smallest vessels that ever circumnavigated the

globe, and the first to wear the fifteen stars and fifteen stripes around the world.

Early in January, 1800, the *Congress*, Captain Seaver, and the *Essex*, Captain Edward Preble, sailed from New York with orders to convoy vessels as far as Batavia. When six days out, the *Congress* met with an accident to her rigging, and returned to port for repairs. Captain Preble, knowing nothing of the disaster, proceeded on his cruise alone. On the 28th of March, 1800, Captain Preble doubled the Cape of Good Hope, carrying for the first time, in a regular cruiser, the American pennant, to the eastward of that cape. On his return voyage he repassed the Cape of Good Hope on the 27th of August, 1800, and thus the *Essex* was the first vessel of the United States navy to achieve this double honor.

By the treaty of September 5, 1795, of peace and amity, the United States agreed to pay an annual tribute to Algiers, one of the piratical powers of the Mediterranean, and by it the United States paid the Dey more than a million dollars in consideration of his granting to American vessels the right of travel on the high seas. In May, 1800, Captain William Bainbridge, in command of the frigate *George Washington*, carried the yearly stipend to Algiers. On arriving there he was ordered by the Dey to convey the ambassador of Algiers to Constantinople, Turkey, with which order he reluctantly complied. He proceeded to that city where, for the first time, the Stars and Stripes was displayed under the walls of Constantinople. The Sultan had not heard before of the new nation that had risen in the West. Other rulers have gained new knowledge of the United States of America during the century that has passed since this event occurred.

Jussuf Caramalli, the Bashaw of Tripoli, Africa, ordered the flagstaff of the American Consulate at Tripoli to be cut down, and his order was executed on the 14th of May, 1801. The United States declared war against Tripoli, which was continued until June 4, 1805, when peace terminated the annual tribute to the Barbary powers, and the piratical capture of American merchant vessels and condemning their sailors

to perpetual slavery. The terminating battle in this war occurred on the 27th of April, 1805, when the Americans, under command of General William Eaton, made an assault on the fortress at Derne, driving the enemy out of the work. Lieutenant O'Bannon, of the marines, and Mr. Mann hauled down the Tripolitan flag, and, for the first time in the history of our republic, unfurled the Stars and Stripes over a fortress of the Old World. This flag is said to have been displayed at the celebration of the 4th of July, 1820, at Brimfield, Massachusetts.

The most important act of President Jefferson's administration was the purchase of the Louisiana province from France, which was consummated at New Orleans on the 20th of December, 1803. Following the acquisition of this vast and unknown territory, President Jefferson appreciated the necessity of obtaining definite information of the nature and extent of it. Upon his recommendation Congress appropriated \$2,500 for an expedition to discover the courses and sources of the Missouri River, and the best water communication thence to the Pacific Ocean.

President Jefferson appointed his private secretary, Captain Meriwether Lewis, and Captain William Clark, both officers of the United States army, to the command of this enterprise. After receiving the requisite instructions, Captain Lewis left Washington, and being joined by Captain Clark at Louisville, in Kentucky, proceeded to St. Louis, where they arrived in December. They encamped at the mouth of Wood River, on the eastern shore of the Mississippi, where they passed the winter in making preparations for setting out early in the spring. On Monday, May 14, 1804, the expedition left its encampment and entered the Missouri River, up which they proceeded to the Mandan country, a little north of the present Bismark in North Dakota, which they reached the latter part of October. The expedition remained there until April 7, 1805. From there they proceeded up the Missouri River to a point not far from its sources; on May 26, sighted the Rocky Mountains for the first time; crossed the continental divide,

descending the last of the mountains and reaching the level country on the 20th of September; entered the Clearwater River, going down that stream to the Snake River, thence into the Columbia, which river they followed onward to its mouth; and encamped in view of the Pacific Ocean on the 14th of November, 1805. By December 30th, they had completed their fortification which they called Fort Clatsop, the name of an Indian nation.

On March 23, 1806, they started on their return, diverged from their former course at two or three points, passed up the Columbia and some of its tributaries, again crossed the continental divide, entered the Missouri, descended to the Mississippi, and reached St. Louis on September 23, 1806. To and from the Pacific this expedition traversed a distance of nearly 8,000 miles, and passed through or touched the present States of Missouri, Kansas, Iowa, Nebraska, South Dakota, North Dakota, Montana, Idaho, Washington, and Oregon. It passed through sections never seen before by white men, and the reports of the expedition were the first to make known to the civilized world the physical wonders and immense resources of the newly acquired territory.

The expedition carried a number of United States flags which were to be presented to Indian chiefs, as emblems of peace between them and the nation under whose jurisdiction they had recently come. The journal gives accounts of the presentation of some twenty-five of these flags, which were received with much joy by the recipients. The display of but one other national flag is mentioned in the journal, and that was on the 25th of September, 1804, when the Tetons, a tribe of Sioux, displayed the Spanish flag beside the American, in their hall or council-room during a conference with Captain Clark.

The expedition was provided with a large United States flag, especially for display as occasion might require. It was displayed at Fort Mahan for the first time on Christmas day, December 25, 1804, and saluted with a volley of musketry, and it was raised over Fort Clatsop.

The exploration of the Columbia and its tributaries, and

the planting of the Stars and Stripes at the mouth of the river, was the second factor in our claim to the Oregon country. The discovery of the Columbia by Captain Robert Gray in May, 1792, this exploring expedition, and the founding of Astoria in 1811, gave us a complete title to that region, which Great Britain conceded in the treaty of June 15, 1846, with the United States.

Following the retrocession of Louisiana from Spain to France on October 1, 1800, there had been no transfer of the territory up to April 30, 1803, when it was purchased from France by the United States. To give legality to the transfer to the United States, the Spanish flag was lowered at New Orleans, and the French colors were displayed for a period of twenty days up to December 20, 1803, when the American troops took possession, and the Stars and Stripes replaced the French flag. In the following March the French colors were displayed for a brief twenty-four hours, when Captain Stoddard, of the United States army, took possession of St. Louis. Outside of these displays the French flag had not been raised in Louisiana, and Spaniards continued to assert dominion and fly their national emblem at various places.

Lieutenant Z. M. Pike made the first military exploration of any consequence in the newly acquired Louisiana province, and when he in his journey reached the Pawnee village, with his little party of twenty-three persons all told, he found seven or eight hundred Indians there. On September 29, 1806, he held a grand council with the Pawnee chieftains, and following is part of his record of that event:

"It may be interesting to observe that the Spaniards had left several of their flags in this village, one of which was unfurled at the chief's door the day of the grand council, and that among various demands and charges I gave them, was that the said flag should be delivered to me, and one of the United States flags be received and hoisted in its place. This was probably carrying the pride of nations a little too far, as there had so lately been a large force of Spanish cavalry at the village, which had made a great impression on the minds of the young men, as to their power, consequence, etc.,

which my appearance with twenty infantry was by no means calculated to remove. After the chiefs had replied to various parts of my discourse, but were silent as to the flag, I again reiterated the demand for the flag, adding 'that it was impossible for the nation to have two fathers; that they must either be the children of the Spaniards or acknowledge their American father.' After a silence of some time, an old man rose, went to the door, and took down the Spanish flag, brought it and laid it at my feet; then received the American flag and elevated it on the staff which had lately borne the standard of his Catholic majesty. He returned the Spanish flag to the Pawnees, with an injunction, 'that it should never be hoisted during our stay.'"

This was probably the first raising of the Stars and Stripes in what is now the State of Kansas. The Lewis and Clark expedition camped on Independence Creek, Doniphan County, Kansas, July 4, 1804, but their journal makes no mention of the display of the flag.

By an act of the Legislature, approved February 14, 1901, the State of Kansas accepted from Mrs. Elizabeth A. Johnson and George Johnson the gift of eleven acres, including the site of the Pawnee village, in Republican County. A monument to commemorate the heroic demand of Lieutenant Pike, and mark the spot where the emblem of cruelty and slavery was lowered and the symbol of liberty and progress raised in its place, has been erected by the State of Kansas.

The corner-stone was laid on July 4, 1901, and the ceremonies attending the unveiling of the monument were held on September 30, 1901, the 29th, the anniversary of the event, being the Sabbath. The shaft is of Barry granite, twenty-seven feet high, and bears this inscription:

ERECTED BY THE STATE OF KANSAS,  
1901,  
TO MARK THE SITE OF THE PAWNEE REPUBLIC, WHERE  
LIEUT. ZEBULON M. PIKE  
CAUSED THE SPANISH FLAG TO BE LOWERED  
AND THE FLAG OF THE UNITED STATES TO BE RAISED  
SEPTEMBER 29, 1806.

The first naval squadron to display the Stars and Stripes at Natchez, in the Mississippi river, anchored there on the 17th of March, 1807. It was under command of Commodore Shaw, and consisted of the bomb-ketches, *Etna* and *Vesuvius*, four gunboats, and the barge *Victory*. The squadron came at the request of General Wilkinson, with orders to capture or sink Burr's fleet, which was expected down the river. Aaron Burr had been arrested February 19, in Alabama, on a charge of treason. He was tried at Richmond, Virginia, and acquitted.

The flag of our Republic was first hoisted at the Bay of Biloxi, Mississippi, on the 11th of January, 1811. The first French colony founded in the lower Mississippi Valley was established by Iberville in March, 1699, at Biloxi, and was the germ of the subsequent settlement at New Orleans.

The author is indebted to Mrs. Fanny Bowen Shippee, of Shelburne Falls, Massachusetts, for the subjoined :

"The first American flag ever floated at a schoolhouse in this country was raised, so far as is known, at a log schoolhouse at Catamount Hill, Colrain, Mass., in May, 1812. The cause of the flag raising was, there were two political parties living there, and great bitterness and disagreement existed between them. They called themselves 'Republicans' and 'Federalists,' sometimes nicknamed 'Feds.' The Republicans resented England's interference with our commerce, firing on our vessels, etc., and impressing our seamen, and they favored the war of 1812, while the Federalists favored England. Amasa Shippee, who was a leading Republican among the forty families there, planned a flag, cut two tall pine-trees and spliced them together for the flagpole. The flag was made under his supervision, his wife Rhoda Shippee giving the white cloth, his sister Lois Shippee giving the blue cloth, and another sister, Sophia Shippee Willis, helping, with Mrs. Stephen Hale, who, it is thought, furnished the red for the eight stripes, who also worked on the flag. When the flag was finished it was carried to the schoolhouse and raised, while the Republicans were there with their families to behold and rejoice.

"I'll tell you a story in homely rhyme  
Of what took place in the olden time,  
When a score of farmers on Catamount Hill,  
These rock-ribbed acres did faithfully till.  
They had their church and they had their school,  
And some of them lived by the golden rule;  
But they had no daily papers then,  
Yet a weekly was taken by one of the men,  
And he read it, and read it, through and through,  
Then some of his neighbors read it too.  
Though they lived afar from life's busy whirl,  
They knew of the doings of the outside world;  
And they watched the acts of Congress then,  
Even as we do — those Catamount men.  
When England boarded our ships at sea,  
And took by force our seamen away,  
When she by many wicked acts,  
Did things as evil as 'The great tea tax,'  
Then the Catamount men were deeply stirred,  
And they showed their feelings by deed and word.  
But there were two parties here, it is said,  
One was Republican — one was 'Fed.'  
The Republicans to our laws did cling,  
But the Federalists favored the British King.  
Our Republicans felt that this boded us ill,  
And so there was war right here on this hill;  
Not a war of fists, but a war of words,  
And arguments pro and con were heard.  
In counting up sides, there were a few 'Feds,'  
And the Republicans who outnumbered them, said:  
'We'll convert these few Tories, or make them to see,  
That we're true to our home, this land of the free;  
We'll show these few "Feds," who boast and who brag,  
That we'll make and raise a United States flag;  
And we'll stand by this emblem through good and through ill,'  
So spoke the Republicans of Catamount Hill.  
Then Mrs. Rhoda Shippee, who stood for the right,  
Gave cloth for the stars and the field of pure white.  
It was wove on her loom and hatchelled from tow,  
And of beautiful finish, as white as the snow.  
And Mrs. Lois Shippee for the Union gave blue  
Which she spun, colored, and wove, — it was lovely to view;  
But who gave the cloth for the eight stripes of red  
I cannot inform you, it has not been said.



I think 't was Sophia,<sup>1</sup> or else it was Sue,<sup>2</sup>  
But Rhoda gave the white and Lois the blue.  
Then Sue, Lois, and Sophia went to Amasa's,<sup>3</sup> where  
He marked out the stars with compass and square.  
And they sewed on the red, and they tacked on the stars,  
And when it was finished they shouted huzzas.  
Then Amasa Shippee, the patriot bold,  
Went down to the 'Pine Swamp' and cut two long poles,  
And spliced them together, so I have been told;  
And the flag and the pine staff they carried one day  
To the little log schoolhouse that stood by the way,  
To the little log schoolhouse that stood by the road,  
'T was their temple of learning, and the temple of God,  
For their children went there to study each day,  
And on Sunday the parents all went there to pray.  
And they planted that staff, and they worked with a will,  
'T was as straight as an arrow, and as trim as a quill, —  
And all the people were there from the Hill.  
They stood there in groups awaiting to see  
That emblem so grand — the flag of the free.  
They made no long speeches — they made no long prayer,  
But of those who were gifted, a plenty were there.  
There was no sounding of trumpet, no beating of drum,  
No tramping, no marching, no firing of gun.  
But the farmers were there, attired in their frocks,  
And plenty of children, minus slippers and socks;  
And the wives and the daughters in vandyke and calash,  
But there was no soldier, in cockade and sash.  
And when that fair banner floated gracefully out,  
There arose on the air a glad, joyous shout,  
'Hurrah!' and 'hurrah!' and each cheer seemed to say,  
'We'll give our best efforts to our country to-day;  
And England's encroachments we resist with our might,  
If she does not desist there will be a big fight.  
Hurrah! and hurrah! to our country we're true,  
Hurrah! and hurrah! for the red, white, and blue.'  
O! grand, noble women of Catamount Hill!  
How the thought of that flag sets my pulses athrill!  
How you worked with deft fingers and fashioned with care  
The stars and the stripes — your labor was prayer!  
Prayer and appeal that they stand for the right,  
And protest against England's tyrannical might.

<sup>1</sup> Mrs. Sophia Shippee Willis.    <sup>2</sup> Mrs. Stephen Hale.    <sup>3</sup> Amasa Shippee.

O, Amasa Shippee, thou brave volunteer,  
Who went to the war in a later year,  
Thy labor was noble, thy sentiments grand,  
To be true to our country, our loved native land.  
And tho' this true story has been hid from our sight,  
We rejoice that it now has come to the light.  
It could not be lost! It has lived through the tears,  
The joys and the sorrows, the hopes and the fears.  
And now comes o'er Time's bridge of eighty-eight years;  
And we feel it is grand to write down each name  
Of these Catamount patriots on the records of fame."

After long research by Dr. A. F. Davenport, of North Adams, Massachusetts, the claim for the first raising of the Stars and Stripes over a schoolhouse at Catamount Hill seems to be substantiated, and a monument of native stone to mark the spot where the little log schoolhouse stood has been erected. The face of the monument bears this inscription:

THE FIRST U. S. FLAG  
RAISED OVER A PUBLIC SCHOOL WAS  
FLOATED IN MAY, 1812,  
FROM A LOG SCHOOLHOUSE, WHICH  
STOOD ON THIS SPOT.  
IT WAS MADE BY  
MRS. RHODA SHIPPEE, MRS. LOIS SHIPPEE,  
MRS. SOPHIA WILLIS AND MRS. STEPHEN HALE,  
AND WAS RAISED BY  
AMASA SHIPPEE, PAUL DAVENPORT,  
AND THE LOYAL FAMILIES OF  
CATAMOUNT HILL.

The opposite side of the stone is inscribed as follows:

ERECTED BY THE CATAMOUNT HILL ASSOCIATION,  
JUNE 3, 1903,  
DR. A. F. DAVENPORT, PRESIDENT.  
DEDICATED AUGUST 19, 1903.

There are several claimants for the honor of having raised the first schoolhouse flag during the Civil War, the most prominent being Winchester, New Hampshire, and Hillsborough Centre, New Hampshire. In May, 1861, the emblem of our

Republic was raised over the Fifth street Grammar School of New Bedford, Massachusetts, and the display of the Stars and Stripes has been continued ever since as a feature of school administration. For an account of the first and subsequent raisings of Old Glory over this school building, and connecting circumstances, the author is indebted to Professor Allen F. Wood, who began as principal of this school in 1872, and still continues to perform the duties of that position. In April, 1861, Mr. Sylvander Hutchinson, then principal, believing a schoolhouse an appropriate place for the display of the national emblem, determined to obtain a flag for his building. His wishes were made known, and in a few days he had all the money he desired. He at once had a flagstaff made and erected on the roof of the building. He then purchased the materials for the flag, which was made by Miss Betsey B. Winslow and Mrs. Lydia A. Macreading, teachers in the school, and their friends who were interested in the undertaking. All this was accomplished in the latter part of April and the early days of May. On Saturday, the 11th of May, twenty-seven days after Major Anderson had evacuated Fort Sumter, this flag was raised over the schoolhouse by Stephen C. L. Delano and Andrew E. Hathaway, boys of fourteen years of age. Ex-Governor Clifford, Reverend John Girdwood, and Colonel A. D. Hatch made addresses, and the pupils of the school sang patriotic songs. This flag was used during the entire period of the Civil War, and was hoisted as a signal of rejoicing after each Union victory. At the close of the war it was worn out and unfit for further use. The second flag was raised over the school building on the 4th of July, 1865, and since that time something like a dozen other flags, large and small, for use on and in the building, and for street parades have been used. On Saturday, the 11th of May, 1901, the fortieth anniversary of the raising of the first flag was celebrated. An interesting feature of the occasion was the raising of the new flag by Stephen C. L. Delano and Andrew E. Hathaway, who as boys of fourteen had raised the first flag over the school building.

A bronze tablet that had been affixed to the front of the building was unveiled, showing this inscription :

FIFTH STREET GRAMMAR SCHOOL.

THIS WAS THE FIRST SCHOOL IN THE COUNTRY TO  
RAISE THE UNITED STATES FLAG AND MAKE THE USE  
OF IT A PERMANENT FEATURE OF PUBLIC SCHOOL  
ADMINISTRATION.

THE FIRST FLAG WAS UNFURLED MAY 11, 1861.

MR. SYLVANDER HUTCHINSON, PRINCIPAL.

The raising of the flag at New Bedford was soon followed by others. In Lawrence, Massachusetts, a flag was raised by one of the schools a little later, and in the summer of 1861, the Stars and Stripes was floated over a schoolhouse in Groveland, Massachusetts, from a flagstaff, on whose cross-trees were painted the words, "Liberty for all." These displays were followed by the adoption of the custom in several cities of Massachusetts, New Hampshire, and other States. In 1867, flags were raised over the ward schools in New York, as the public schools of that city were then called. It was more than twenty years after the close of the Civil War before the custom began to spread; but in 1888, Colonel Balch of New York City, interested himself in the matter. About the same time, Captain Wallace Foster of Indianapolis, Indiana, interested the Woman's Relief Corps of the Grand Army of the Republic, in the matter, and their efforts resulted in greatly extending schoolhouse displays.

A New York newspaper, in 1889, advocated the idea of having the American flag displayed on all public schools and public buildings every day. This was during the administration of President Harrison, who inaugurated the custom of daily flying the national flag from all Federal buildings in Washington, which has since spread to all sections of the United States.

Now our flag floats over the schoolhouses of the majority of the States, Territories, and Districts, continental and insular, and in many of them the law requires its daily display.

For a number of years a daily salute has been given to the Stars and Stripes in many of the public schools. This patriotic and impressive ceremony is very much the same in the far-off Philippines, Hawaii, and Porto Rico, as it is here at home, and is described as follows :

At a given hour in the morning the pupils are assembled and in their places in the school. A signal is given by the principal of the school. Every student or pupil rises in his place. The flag is brought forward to the principal or teacher. While it is being brought forward from the door to the stand of the principal or teacher, every pupil gives the flag the military salute, which is as follows :

The right hand uplifted, palm upward, to a line with the forehead, close to it. While thus standing with the palm upward and in the attitude of salute, all the pupils repeat together, slowly and distinctly, the following pledge :

" I pledge allegiance to my flag, and to the republic for which it stands,  
One nation, indivisible, with liberty and justice for all."

At the words, as pronounced in this pledge, "to my flag," each one extends the right hand gracefully, palm upward, toward the flag until the end of the pledge of affirmation. Then all hands drop to one side. The pupils, still standing, all sing together in unison the song, "America," — "My country, 't is of thee."

In the primary departments, where the children are very small, they are taught to repeat, instead of the pledge as given for the older children, the following :

" We give our heads and our hearts to  
God and our country, —  
One country, one language, one flag."

The foregoing salutes, and the following, which are in use in the public schools of Manchester, New Hampshire, were furnished by Superintendent of Schools C. W. Bickford :

" I give my head, my heart, my hand to my country, —  
One nation, one language, one flag."

In some schools the salute is given in silence, as an act of reverence, unaccompanied by any pledge. At a signal, as the flag reaches its station, the right hand is raised, palm downward, to a horizontal position against the forehead, and held there until the flag is dipped and returned to a vertical position. Then, at a second signal, the hand is dropped to the side, and the pupil takes his seat. The silent salute conforms very closely to the military and naval salute to the flag.

Some principals adopt the "silent salute" for a daily exercise and the "pledge salute" for special occasions.

The Woman's Relief Corps was the first to introduce the salute to the flag in the public schools. This was probably during the year 1888, or early in the following year. About 1890, classes for recently arrived Roumanian and Hungarian children were established in New York, under the auspices of the Baron de Hirsch Fund. In February, 1900, the classes came under the management of the Educational Alliance, which is largely Hebrew in its membership, and these children, who are from seven to fourteen years of age, are taught English, Americanism, and some other desirable things. They remain with the Alliance a few months, when they have learned enough of our language and American ways to enter the public schools.

Every Friday morning these children repeat a pledge of allegiance to the flag and the institutions of the United States. The ceremony takes place at 11.30 in the auditorium of the Alliance building, at the corner of East Broadway and Jefferson street. At that hour the children form in procession and march into the auditorium to the strains of "The Star Spangled Banner," or some other patriotic song.

At the end of the procession a silk flag is carried usually by a girl, who is followed by a color guard of several boys, with a drummer at the head. As soon as the rows of children are in place there is music from the piano, and the children sing a patriotic song. Occasionally it will be the following:

"Flag of the free, fairest to see,  
Borne thro' the strife and the thunders of war,  
Banner so bright with starry light,  
Float ever proudly from mountain to shore;  
Emblem of freedom, hope to the slave,  
Spread thy fair folds but to shield and to save;  
While through the sky loud rings the cry :  
Union and Liberty, one evermore!

"Our starry flag, long may it wave  
Over each heart that is true and is brave;  
May each bright stripe, each glorious star,  
Speak of our Union at home and afar.  
May God protect our fair flag and our land,  
Let North and South be an unbroken band,  
While through the sky loud rings the cry :  
Union and Liberty, one evermore!"

Following this the color bearer plants the silk flag on the platform, and the children repeat this pledge :

#### ALLEGIANCE TO THE FLAG.

"Flag of our great Republic, inspirer in battle, guardian of our homes,  
whose stars and stripes stand for bravery, purity, truth, and Union,

*"We Salute Thee*

"We, the natives of distant lands, who find rest under thy folds, do  
pledge our hearts, our lives, and our sacred honor to love and protect  
thee, our country, and the liberty of the American people forever."

At the words "We salute thee," the children give the military salute, and put their hands over their breasts, which are decorated with small flags, when they pledge their hearts and their sacred honor to the country; and when they come to "the American people forever," their uplifted hands seem to invoke the witness of heaven to their pledge. They close the ceremony by singing some patriotic song.

Such an inspiring spectacle as these children present cannot be witnessed elsewhere in this country, and there need be no fear for the loyalty of these adopted citizens to the flag and the institutions of the United States.

General James Wilkinson, one of the commissioners to receive Louisiana from the French in 1803, and governor of that territory 1805-1806, took possession of Mobile April 13, 1813, as belonging to Louisiana, and raised the Stars and Stripes.

On the 23d of October, 1813, the group of Marquesas Islands was sighted from the mast-head of the United States naval vessel *Essex*, and after passing among the islands for a few days, Captain David Porter sailed into the Bay of Novaheevah (Nakahiva), where he anchored. He took formal possession of the island, and hoisted the Stars and Stripes. On the 19th of November he issued a declaration, basing the right of the United States to this island on its discovery made by the American Ingraham, in 1791. In 1842 the Marquesas Archipelago was formally taken possession of for France by a French naval officer.

Dr. L. Vernon Briggs, in his "History of Shipbuilding on North River, Plymouth County, Massachusetts," gives the following:

"Thomas Briggs, who was taken prisoner by the British while on a privateer in the War of 1812, in a memoranda in his own handwriting, found in his effects, says: 'We sailed from Boston on the 9th of May, 1813. Was taken prisoner on the 12th, and on the 17th arrived in the Halifax prison; remained there until the 21st of November, then sailed for England. Arrived at Spithead on the 24th of December, and laid there about two weeks and then sailed for Chatham. When I arrived there I was put on board the prison ship *Samson*, where I remained about two weeks. Then we were put on board of the prison ship *Bahama*, where we remained until the 25th of September, 1814. Was then put on board of the Leyden transport, which sailed for Plymouth; from thence were marched to Dartmoor prisons, where we arrived on the 8th of October. This day, the 30th of December, the American ensign was displayed on these prisons, on account of the news of peace being signed betwixt England and the United States of America.'"

The first discovery of Antarctic land by an American came in about 1820. New Iceland (the South Shetland Islands,



so named by Captain Dirk Gerritz), was thought to be a good field for sealers, and a fleet from Stonington, Connecticut, had anchored in Yankee Harbor, then the southernmost refuge known. Captain Pendleton, commander of the fleet, sighted lofty peaks still further south, and sent Captain N. B. Palmer in the sloop *Hero*, "but little rising 40 tons," to make investigations, which he proceeded to do, and thus achieved the honor of first sighting the outlines of the continent. He named the land after himself, and in the following year visited his discovery again, coasted it for about a thousand miles, and at  $61^{\circ} 41'$  came upon a strait which he named after Washington. He landed in a bay, and christened it for Monroe; but his names together with those given by other Americans have disappeared from the charts.<sup>1</sup>

The Wilkes expedition explored the Pacific and Southern oceans, discovered many islands and the Antarctic continent. On January 16, 1840, Lieutenant Eld sighted the continent, he being the first to discover the land. The *Flying Fish*, Lieutenant W. M. Walker, carried our flag as far south as latitude  $67^{\circ} 5'$ .

In 1847-1848, the *Junior*, an American whaleship, owned by Daniel R. Greene, of New Bedford, in command of Captain Silas Tinkham, cruised in the Antarctic Ocean for right whales, but not a sign of one was seen. Whales of this species were reported by the Wilkes expedition. Excepting this expedition, the *Junior* was probably the second vessel to fly the Stars and Stripes in the Antarctic waters.<sup>2</sup>

The first merchant vessel to carry the Stars and Stripes through the Straits of Magellan was the *Endeavor*, of Salem, Captain David Elwell, in 1824. He was living in Salem in 1868, being then eighty years old. — Admiral Preble in the "History of National Flags."

Drake's "History and Antiquities of Boston" says the Stars and Stripes was raised for the first time over the

<sup>1</sup> *Scribner's Magazine*.

<sup>2</sup> *New York Mail and Express*, May 29, 1899.

dome of the State House on Beacon Hill, August 24, 1824, on the occasion of the visit of Marquis de Lafayette to Boston.

#### THE AMERICAN FLAG IN CALIFORNIA

Previous to the Mexican War California was very little known on this side of the continent. Up to 1830, about all the trade with California was with Boston merchants, who sent vessels around the Horn on trading voyages to that section. James P. Arther, a native of Holland, who had become a citizen of Massachusetts, was trading along the coast of California in the brig *Harbinger*, Captain Steel, as early as 1825. In 1829, when a mate of the ship *Brookline*, Captain Locke, in the employ of Messrs. Bryant and Sturgis, Mr. Arther raised the Stars and Stripes at San Diego, where he and a few others were engaged in curing hides. They made this flag from the shirts of the party, for the purpose of attracting attention of passing vessels. Mr. Arther stated that it was completed in the latter part of 1829, and first raised at San Diego, on the arrival of the schooner *Washington*, Captain Thompson, of the Hawaiian Islands, but sailing under the American ensign. This flag was afterward frequently displayed at Santa Barbara, as vessels came into port.

In 1842, Commodore Thomas Ap Catesby Jones, in command of the Pacific squadron, upon erroneous information of war existing between the United States and Mexico, took possession of Monterey and hoisted the Stars and Stripes, but discovering his error he hauled down the flag the next day and apologized for his mistake. For his indiscretion he was temporarily suspended from the service.

On June 14, 1846, fourteen Americans raised the bear flag at Sonoma, with the determination of taking possession of California in the name of the United States. This flag is preserved as a memento of early days by the Pioneer Society of San Francisco.

General John C. Fremont, who, at the head of an exploring expedition, had reached the Pacific coast early in 1846, in May received verbal orders from Washington to turn back,

and he made his way to Sutter's Fort, which was on the site of the present city of Sacramento, where he established headquarters and raised a flag that had but one star in the canton. On June 15 he captured a Mexican post at Sonoma Pass, and on July 4, at a meeting of the Americans at Sonoma, under his advice they proclaimed the independence of California and declared war against Mexico. General Fremont did not then know that United States troops, under command of General Taylor, had invaded Mexico early in the previous March.

An explanation for having only one star in the canton of the flag that floated over Fremont's headquarters has not been given. His "Rocky Mountain Flag," which he frequently displayed, was a modification of the Stars and Stripes. This flag was made by Mrs. Fremont on the eve of her husband's pathfinding expedition to the West. It differs from the ordinary national emblem only in the field of the canton on which is wrought a large American eagle, done in embroidery of great delicacy and beauty. About the eagle are clustered twenty-six stars, the number of States that had entered the Union up to 1841. This flag was unfurled by General Fremont from the summit of the Rocky Mountains, when he and his small party were on their way to California. It is now the property of P. M. Reardon, of Redding, California, to whom it was given by Mrs. Fremont some years ago. This historic relic is carefully preserved in the vault of one of the banks of Redding. Pinned to the flag is a silk scarf bearing this inscription in golden letters: "Rocky Mountains, 1841." The flag is in a fairly good state of preservation considering its age of more than sixty years.

Commodore John Drake Sloat, in command of the Pacific squadron, raised the American flag at Monterey, which is described by an eye witness in these words :

"On the morning of July 7th, 1846, all was activity on the men-of-war, boats were lowered and quickly filled with marines, some two hundred, and then pulled for the shore, landed, formed in line and marched up the principal street to the Custom House. Near it stood the flagstaff on which was flying the Mexican flag. At a

given signal this flag was hauled down and the Stars and Stripes hoisted, the frigate's (*Savannah*) band, if I remember rightly, playing the 'Star Spangled Banner,' and California was declared a territory of the United States. Our two Mexican Custom House officers suddenly left for the shore, sorry over losing so nice a job."<sup>1</sup>

Captain Montgomery, of the sloop-of-war *Portsmouth*, then lying in San Francisco Bay, on the 8th of July, raised the Stars and Stripes on the Plaza of Yerba Buena, under a salute of twenty-one guns from the *Portsmouth*. Since that time the Plaza has been known as "Portsmouth Square," and the street lying along the shore has had the name of "Montgomery street." January 4, 1847, the name Yerba Buena was changed to San Francisco. For more than a year previous to the close of the war our flag was flying from every commanding position in California.

In 1756, when the Acadians were exiled from their native country by the English, a little band, eluding the authorities, went up the St. John's River and planted a settlement at Madawaska, near the boundary of Maine. Following the treaty of 1783, the boundary between Maine and New Brunswick became a matter of contention, which resulted in 1838-1839 in the bloodless conflict known as the Aroostook War. This dispute was referred in 1842 to Daniel Webster and Lord Ashburton, as arbiters, and the present boundary was decided upon, by which Maine lost some territory, for which she was paid by Congress.

On the 4th of July, 1836, a Mr. Baker, who lived on the disputed territory, hoisted the Stars and Stripes, for which act of patriotism he was indicted for high treason, carried to Frederickton, and tried. After being imprisoned ten months, he was fined two hundred dollars, and allowed to go free upon payment of the fine. It is hoped that Mr. Baker was fully reimbursed from the United States treasury.

The first United States war vessel to pass through the Straits of Magellan was the *Shark*. While for many years

<sup>1</sup> From a letter written March 14, 1900, by Nathan A. Batchelder to Honorable Robert S. Rantoul, of Salem, Massachusetts.

ships carrying the Stars and Stripes had been doubling Cape Horn, and small American sealing vessels frequently passed from one ocean to the other through the Straits of Magellan, this was the first United States war vessel to pass through those straits. She passed Cape Virgins on the Atlantic coast, November 28, 1839, and cleared the straits the last day of the year, the passage to the Pacific occupying thirty-three days. Captain Bigelow officially communicated an account of this achievement to the Secretary of the Navy.

The first display of the pennant of a United States commodore in a foreign port was by Lawrence Kearney, who rose by distinct merit from midshipman to commodore during the nineteenth century and became one of the noted officers in the United States navy during that period. He commanded the frigate *United States* in 1839, the frigate *Potomac* in 1840, and finally, early in 1841, hoisted the broad pennant of commodore on board the frigate *Constellation* in the harbor of Rio de Janeiro, while on his way to China in command of a squadron. It is said that this was the first instance, in the history of our navy, that the broad pennant of a commodore was raised in a foreign station.

Upon his arrival at Canton, learning of a contemplated commercial treaty between the English and the Chinese, he represented to the governor of Canton the right of the United States merchants to trade with equal safety and privilege with the English in Chinese waters. This led to the negotiation, by Caleb Cushing, of a commercial treaty between China and the United States, which was concluded July 3, 1844.

Kearney on his way home from China, in 1843, stopping at the Hawaiian Islands, learned that the British government was entering into an agreement with King Kamehameha, to transfer his dominions to Great Britain, and Kearney strongly protested against such a cession. He thus saved the islands for the protecting folds of the Stars and Stripes, under which they came fifty-five years after.

Before and during the Mexican War, and for many years after, the Honorable Franklin Chase was United States consul

at Tampico. On account of his official character, Mr. Chase was compelled to leave the city of Tampico in 1846, but his heroic wife remained to protect the government property, the records of the consulate, and the interests of the American people.

After the departure of Mr. Chase an infuriated mob attempted to haul down the American flag that floated over the consulate, whereupon Mrs. Chase ascended to the housetop and declared that no one should touch that flag except over her dead body. With revolver in hand she defied them. She communicated with Commodore David Connor, then commanding the United States fleet in the Gulf of Mexico; and the City of Tampico, through her instrumentality, was surprised and taken by the American squadron on the 11th of November, 1846, without the loss of a single life. The fortress of the city was named Fort Ann in her honor.

Following the Mexican War there was considerable controversy as to whom belonged the honor of first raising the American flag at various points in Mexico, and this matter was brought before the United States Senate on the 31st day of December, 1855, by Mr. Foot, senator from Vermont, by introducing the following resolution, to wit:

*"Resolved*, That the report of Benjamin S. Roberts, captain of the rifles, made to General Twiggs, on returning to him the American flag, which had been first planted upon the Capitol of Mexico, and which he had intrusted to the keeping of Captain Roberts in the storming of Chapultepec, and the taking of the city of Mexico, bearing date 'City of Mexico, 17th of September, 1847,' be taken from the files in the office of the Secretary of the Senate, and be printed; and that the president *pro tempore* of the Senate cause an engrossed copy thereof to be deposited in the Department of State with the flag whose history it gives, and which has already been deposited in said department by order of the Senate."

Following the introduction of this resolution, the subjoined letter, which presents claims for the first display of this flag at several points, was read.

"CITY OF MEXICO, September 17, 1847.

"SIR:— I have the honor to return the American flag you intrusted to my keeping in the storming of Chapultepec and the taking of the city of Mexico. Your charge to me was, 'I expect that *flag* to be the *first* planted upon the capitol of Mexico.' The commission has been executed, and the first American flag that ever floated upon the palace of the capitol of Mexico is now returned to you.

"It was also the *first* planted on the five-gun battery, stormed and carried by my assaulting party at the left of the enemy's lines at Chapultepec.

"It was also the *first* planted on the battery, stormed and carried by the rifle regiment, between Chapultepec and the Garita.

"It was also the *first* planted on the batteries at the Garita, and the *first* on the citadel of the city.

"It was carried by Sergeant Manly, of 'F' Company, whom I selected to bear so distinguished a flag, and the anticipations I entertained of his doing honor to the banner of his country were not disappointed. I desire to commend him to your special consideration.

"This flag would have been returned through him, but for a severe wound which confines him to his quarters.

"It is proper that I should state that I was not with the flag when planted on the battery at the Garita, and when planted on the battery between the Garita and the city, having been detained to guard the prisoners taken at the five-gun battery assaulted by my storming party. On inspection, you will perceive that this flag has been pierced six times by the balls of the enemy. I have the honor to be, with high regards, &c.,

"B. S. ROBERTS,

"*Captain Rifles.*

"GENERAL D. E. TWIGGS,

"*Commanding Second Division.*"

On the 7th of January, 1856, this resolution was referred to the Committee on Military Affairs, and having maturely examined this subject, their report was submitted on the 6th of March.

"In order to ascertain the facts in the case," says the report, "the committee called upon some of the principal officers who were

engaged with the army at the points named in the letter, and all of them deny having seen this flag displayed at the five-gun battery, or at the Garita de Belen, or on the citadel. The only flag raised at the Garita de Belen was that of the Palmetto regiment, and it was there displayed under the personal order of General Quitman, by Lieutenant Selleck (who was severely wounded in doing so) of the South Carolina regiment.

"On the morning of the 14th of September, the rifles were placed in advance and moved towards the city. From the statements of General Quitman and Major Crittenden, it appears that the *regimental* colors were displayed on the citadel during a short halt. Colonel Geary was directed by General Quitman to occupy the citadel, over which he hoisted the colors of one of the companies of his regiment, while the column moved on to the heart of the city.

"In regard to the hoisting of the flag at the Grand Plaza, the committee refer to the statement of General Quitman. Although a regimental flag had been displayed from the window of the palace for a moment, it is undeniable that Captain Roberts, under the immediate orders of General Quitman, was the first to display our national emblem from the staff upon the Mexican capitol."

The flag displayed by Lieutenant Selleck was made by the ladies of Charleston and presented by the city to the South Carolina Volunteers on the 24th of December, 1846. Colonel Pierce Butler received the flag, and a son of General Cantey, the State adjutant-general, was the color sergeant. The flag was of thick blue silk, with the coat of arms of the State on one side, and the United States arms and a palmetto tree on the other, with the inscription, "Presented by the City of Charleston," etc. The mayor, in presenting the flag, said: "The motto that glitters in the sunlight from this banner, 'Not for ourselves we conquer, but our country,' covers every heart here present, and the palmetto device of our State, now quivering its mimic leaves above us, finds in this serried array men like itself,—rigid, firm, enduring."

This flag was unfurled at Vera Cruz on the 9th of March,



1847, and besides the skirmishes there it passed through the battles of Contreras, Churubusco, Chapultepec, and Garita de Belen, and there, on September 13, 1847, at 1.20 P. M., was the first flag planted on the walls of the city. It was carried into the City of Mexico, September 14, 1847. Colonel Butler, Lieutenant-Colonel Dickinson, six other officers and one-sixth of the men of the regiment, were killed under this flag, while storming a battery. It was riddled with shot and shell, and the commanding general ordered Major Gladden not to use this flag, but to encase and carry it back to the State as a sacred relic.

Upon the return of the regiment, the flag was taken to Charleston and afterward sent to Columbia, where it was preserved in a glass case in the State House until February 17, 1865, when it was destroyed in the fire that burned that building.

Two small pieces of silk and gold fringe, a fragment of this flag, were recovered after the fire and presented to the Washington Light Artillery, of Charleston, for preservation in their armory.

The American flag planted by Captain Roberts, which was of small size, remained floating for about half an hour, when General Worth sent a larger stand of national colors to General Quitman, which was substituted for the smaller flag.<sup>1</sup> This latter flag had floated in triumph over Vera Cruz, Cerro Gordo, Jalapa, and Puebla, and represented every victory of the American army achieved by General Scott's division. On the 15th of October, 1847, a third flag was raised over the palace. This was a new flag, forty by twenty feet, made by Mrs. Louisa Baker and other American ladies, then residents in Mexico. This flag continued to fly until the 12th of June, 1848, the day the American army evacuated the Mexican capital. It

<sup>1</sup> This flag, which was deposited with the Department of State, was described some years since as "an ordinary United States flag of small size, tattered and moth-eaten, containing in its union twenty-eight stars, arranged in four rows, each row containing seven; the rows of seven stars parallel with the white stripes."

was forwarded to Adjutant-General Jones, United States army, and was, for some years thereafter, exhibited in the exhibition room of the National Institute at Washington.<sup>1</sup>

Forty-three years after the Senate Committee on Military Affairs had submitted its report, the claim was made that Captain E. C. Williams, of Company G., Second Pennsylvania Regiment, was the first to raise a flag over the fortress at Chapultepec, and also the first to raise a flag over the citadel of the City of Mexico.

Colonel J. W. Geary of the Second Pennsylvania having been wounded, Major William Brindle was in command of the regiment September 12, 13, and 14. On June 15, 1899, his report was placed on file at the War Department, with the statement that it is a duplicate of one that was given to Colonel J. W. Geary, to be handed into Division Headquarters with his report. The first report was not found on file at the War Department, and Major Brindle said, in his communication to Secretary of War Alger, "It was destroyed or suppressed, as I am informed."

Major Brindle says that soon after his regiment entered Chapultepec, Captain Williams raised the flag over the fortress, about the same time that a sergeant of one of the old infantry regiments raised a blue regimental flag over it, and also that he was the first to raise a flag over the citadel of the City of Mexico.

Colonel Geary, who furnished information relative to the display of flags in Mexico to the Senate Committee on Military Affairs, in his letter to the committee gives testimony that corroborates these claims for Captain Williams. Relative to the flag raising at Chapultepec, he says :

"Upon several parts of the fortress I observed a number of flags belonging to different corps of the army, amongst which was one belonging to a company of my own regiment. Owing to the haste with which it was organized and embarked for Mexico, my com-

<sup>1</sup> "The American flag in Mexico; Proceedings in the United States Senate." Published in 1856.

mand was not at that time supplied with regimental colors, consequently a flag which belonged to one of the companies was used by the regiment when required."

Concerning the flag raising in the City of Mexico, he says :

"I have no recollection of seeing my flag placed upon the citadel before the one in possession of my regiment was placed there, which was done as soon as I received orders to occupy that fortress."

The honor of first planting regimental colors on the fortress of Chapultepec is given to Captain Barnard of Philadelphia, by General Scott, Colonel Andrews, the commander of the Voltiguers, whose flag it was, and other authorities. General Pillow, in his report, says :

"Colonel Andrews, whose regiment so distinguished itself and commander by this brilliant charge, as also Lieutenant-Colonel Johnston and Major Caldwell, whose activity enabled them to lead the assault, have greatly distinguished themselves by their gallantry and daring. Captain Barnard, with distinguished gallantry, seized the colors of his regiment upon the fall of the color-bearer, scaled the wall with them unfurled, and has the honor of planting the first American standard in the works."

This is probably the regimental flag mentioned in Major Biddle's report.

The history, traditional and authentic, of the flag that was raised by Captain Williams in Mexico, is very interesting. Major Brindle, in his report to the War Department, states that this was the first American flag made by Betsy Ross of Philadelphia, which was presented to General Washington just before the battle of Trenton. Another writer claims that it was floating over Washington's headquarters at Trenton during the memorable victories of December 26, 1776, and January 2, 1777, and on that account is known to historians and archæologists as "the old Trenton flag."

It was inscribed, "Presented to George Washington by Betsy Ann (?) Ross." Several writers speak of it as an American

flag, but no one says it was of the Stars and Stripes design. It will be noticed that these battles were fought several months before the Stars and Stripes was adopted by Congress.

It is further said that this flag and the one captured from the Hessians were presented to the State of Pennsylvania, and were placed side by side in the State Library at Harrisburg. Relic hunters carried away the Hessian flag, bit by bit, until nothing was left of it but the staff, while the American flag was unharmed. When the foreign flag had thus been mutilated, the other was placed in a glass case and there remained until the opening of the Mexican War, when it was loaned to Captain Williams by State Librarian James Hoover.

At a birthday dinner given by Captain Williams to friends and comrades of the war with Mexico, he gave an account of this historic flag, a part of which is appended :

Captain Williams said :

"The flag which we raised on the castle of Chapultepec and the citadel of Mexico, was made by the ladies of Philadelphia and presented to General Washington, who caused it to be used in the battle of Trenton. It was afterwards presented to Pennsylvania by Mr. Rush, together with a Hessian and English flag captured at Trenton, and kept in the State Library until borrowed by me and never returned to the library. Instead it remained in the armory of the militia.

"I must not forget to state that we had borrowed it for a Fourth of July celebration, when the militia were the principal celebrants. The day before we started for Mexico, I took the grand old relic from its locker in the armory and gave it to our color-sergeant. We followed it into all the battles in which the Second Pennsylvania was engaged, and saw it wave defiantly over the stronghold of Chapultepec as it had waved over the victorious field of Trenton. Later it floated from the citadel, for which honor we had paid the lives of eighteen killed and several wounded, among the latter of whom was your humble servant. The day I enlisted for the war of the Rebellion I gave the flag to Governor Curtin, having had it in my possession all those years. He had it carefully framed and it is in his house at this time."

Aided by Mrs. Andrew G. Curtin, widow of Governor Curtin, the late Governor Daniel E. Hastings and other residents of Pennsylvania, I made several efforts to learn the present whereabouts of this historic flag, but all were fruitless.

The Stars and Stripes was planted upon the summit of Mount Popocatepetl, Mexico, for the first time on April 11, 1848. A party of one hundred and fourteen, consisting of American officers, civilians, dragoons and infantry of the United States army, began the ascent, but only six of them succeeded in reaching the highest point. The honor of raising the flag belongs to Lieutenant Jones.

In May, 1848, the American flag was planted on the snow-clad summit of Mount Orizaba, where the foot of man had never before trod, although efforts to ascend this mountain had been made. The party consisted of nine officers, thirty soldiers, and two sailors.

Concerning this feat, a correspondent of the New Orleans *Delta* penned these exultant words:

"On the highest pinnacle of the frozen summit of Orizaba waves the star-spangled banner! So you may tell Mr. Polk, his Cabinet, and all Congress assembled, that they may pass what laws they please, make treaties, and the Mexican issue pronunciamientos, but still will the American flag wave over their country; for who will go up and pull it down?"

In February, 1877, Mr. D. S. Richardson, then Secretary of the United States Legation at Mexico, accompanied by Mr. Eustace Murphy, reached the extreme summit of Mount Orizaba, and there planted the Stars and Stripes.

The American flag was raised in the birthplace of Christianity by Lieutenant-Commander William F. Lynch, who conducted in 1848 an official survey of the river Jordan and the Dead Sea, and raised the Stars and Stripes there, for the first time, probably, outside of the consular precincts. He tells the story of his explorations in the "Narrative of United States Expedition to the River Jordan and the Dead Sea," published in 1849. He sailed in November, 1847, from New York, in the ship *Supply*, carrying two metallic boats designed

for the expedition, which he named *Fanny Skinner* and *Fanny Mason*. On March 31, 1848, he landed at Naifa and pitched his tents on the beach, where the American flag was raised. The metal boats were hoisted out of the *Supply* by horses procured at Acre, a seaport, a few miles north of there. These boats, mounted on carriages drawn by huge camels, were transported to Tiberias, on the shore of the Sea of Galilee, where they were launched upon its sacred waters on the 8th of April, 1848. The two "Fannies," bearing the flag of freedom, floated down the sea into the river Jordan, on the 19th of April entering the Dead Sea, and our flag was displayed upon its waters for the first time.

On the 28th of that month, news having been received from Beyrout of the death of John Quincy Adams, the flags were displayed at half-mast, and at noon the next day twenty-one minute guns from the heavy blunderbuss on the bow of the *Fanny Mason* were fired in honor of the illustrious ex-President. On the 9th of May a large float, with the American ensign flying, was moored on the Dead Sea, far enough from the shore to prevent its disturbance by the Arabs.

On the return of the party the Stars and Stripes was displayed at Damascus, where the British consul's flag was torn down upon the first attempt to raise it, and they were unfurled at their camp over against Jerusalem, while on the way to Jaffa, from which port the expedition embarked for the United States, where it arrived in December, 1848.

The earliest American expedition to search for the Northwest passage was fitted out at Philadelphia, in 1753, at an expense of £1,500, by subscription, Benjamin Franklin being a chief mover in the enterprise. In a Boston newspaper (the *Boston Gazette* or *Weekly Advertiser*) of May 22, 1753, there appeared the following:

"Early American Expedition for the discovery of the Northwest Passage :

"PHILADELPHIA, May 10, 1753.

"We hear that the schooner *Argo*, Captain Swaine, who was fitted out from this port by a number of merchants of this and the neigh-

boring provinces, and sailed hence on the 4th day of March last for Hudson's Bay, on the discovery of the Northwest Passage, having touched at Hiannas (Hyannis) near Cape Cod, and at Portsmouth in New England, to take in her complement of hands and some particular necessities, took her departure from the latter place on the 15th of April, all well on board, and in high spirits."

On her return she was refitted, and sailed the following spring on another expedition, and returned in October, as appears by the *Pennsylvania Journal and Advertiser*, of October 24, 1753: "On Sunday last arrived here the schooner *Argo*, Captain Swaine, who was fitted out in the spring on the discovery of the Northwest Passage, but having three of his men killed on the Labrador coast, returned without success."<sup>1</sup>

Several European nations have engaged in the quest for the Northwest passage. The first United States expedition to the Arctic regions went there in 1850 in search of Sir John Franklin's party, but the Stars and Stripes had been shown within the Arctic circle by our whaling vessels years before this time.

Sir John Franklin, who had rendered brilliant service in the British navy for many years, was appointed in 1818 to the command of one of two vessels in an expedition of the British government to find a passage to India by way of the Polar Sea, and he was engaged until 1836, almost continually, in Arctic explorations. With two ships, the *Erebus* and *Terror*, under his command, he sailed from England May 24, 1845, on his last voyage of exploration to the Arctic, and evidence was found in 1859, that he died near Lancaster Sound, June 11, 1847.

Several years having elapsed and no tidings of the Franklin party having been received, the uncertainty of their fate elicited the interest and sympathy of the American people. Henry Grinnell, of New York, offered the United States two vessels, the brigantines *Advance* and *Rescue*, for the purpose of making a search for the party. This led Congress to pass a resolution

<sup>1</sup> Admiral Preble's "History of National Flags."

May 2, 1850, providing for the organization of an expedition and authorizing the President to accept and attach those vessels to the navy, to be sent in search of Sir John Franklin and his companions.

The expedition, under command of Lieutenant Edwin G. De Haven, sailed from New York, May 26, 1850, and returned to that port about October 1, of the following year, without finding any trace of the ill-fated party.

Since 1850, a considerable number of expeditions flying the Stars and Stripes have visited the Arctic. Some were fitted out by the United States, and others were under private auspices, several of these expeditions being sent in search of other explorers. For a second time through the generosity of Henry Grinnell, who again offered his vessels for a cruise in the Arctic, the *Advance* was fitted out and sailed from New York on May 31, 1853. Dr. I. I. Hayes was an officer of this expedition, and in 1854 he reached Cape Constitution in latitude  $82^{\circ} 27'$ , the farthest point north that had then been attained by man, and his companion Morton hoisted a flag there that had been saved from the United States sloop-of-war *Peacock*, when she was stranded off Columbia River, and it had accompanied Commodore Charles Wilkes on his expedition to the Antarctic.

This flag which was the property of Henry Grinnell had been carried further north and further south than any other flag. It was made of ordinary bunting, eight by three feet, with twenty-four muslin stars in the canton. It was again used by Dr. Hayes in his expedition which sailed in the vessel *Spring Hill* from Boston on July 7, 1860. It was carried by Captain C. T. Hill of the *Polaris* in his Arctic explorations of 1871-1873, and it accompanied Captain Howgate to the Arctic in the schooner *Florence* a few years later.

Supposing Lincoln to have been elected President, on the 4th of March, 1861, Inauguration Day, Dr. Hayes hoisted a flag in his honor. It was not until August 14, when he reached Uppernavick, on his return, that he learned the result of the election. This flag was made by F. L. Harris, but from



lack of material it had only eighteen stars, which number was three less than that of the States which remained wholly under the Stars and Stripes.

On the 18th of May, 1861, Dr. Hayes reached latitude  $81^{\circ} 25'$ , longitude  $70^{\circ} 30' W.$ , and there raised several flags which are spoken of by Admiral Preble in these words:

“The flags planted upon the crag were a small United States boat ensign, which had been carried in the South Sea exploring expedition of Captain Wilkes, and afterwards in the Arctic expeditions of Lieutenant-Commanding De Haven and Dr. Kane, a little United States flag, which had been committed to Dr. Sontag by the ladies of the Albany Academy, two diminutive masonic flags, intrusted to Dr. Hayes, one by the Kane Lodge of New York, the other by the Columbia Lodge of Boston, — and the expedition signal-flag, bearing a crimson star on a white field. Dr. Hayes says: ‘Being under the obligation of a sacred promise to unfurl these flags at the most northern point attained, it was my pleasing duty to carry them with me, a duty rendered none the less pleasing by the circumstance that together they did not weigh three pounds.’”

In April, 1879, Lieutenant Frederick Schwatka of the United States army, sailed in the schooner *Esöthen*, then on an expedition fitted out chiefly by citizens of New York, in search of the remains of Sir John Franklin's expedition, and many relics of this party were found. On July 4, 1879, he unfurled the American flag at Cape Felix, King William's Land, which was the first time our national emblem appeared at the north magnetic pole. This flag was deposited by Lieutenant Schwatka in the Museum on Governor's Island, New York.

The James Gordon Bennett expedition left San Francisco on July 8, 1879, in the *Jeannette* under command of Lieutenant-Commander G. W. De Long, and on June 3, 1880, a landing was made on an island in latitude  $83^{\circ} 15'$ , which was named after the vessel, and taken possession of by hoisting the Stars and Stripes in the name of the United States.

On July 7, 1881, the *Proteus*, under command of Lieutenant A. W. Greely, sailed from St. John's, Newfoundland, and on

May 15, 1882, Lieutenant Lockwood and Sergeant Brainard reached latitude  $83^{\circ} 24'$ , a point farther north than had been attained before, and there raised the American flag. The survivors of this expedition were rescued by Commander W. S. Schley, in June, 1883.

The Lockwood and Brainard record for the most northerly land held until the spring of 1900, when Captain Robert E. Peary, United States Navy, eclipsed it by 15 minutes. In April 1900, the Italian Captain Cagni of the Duke of Abruzzi's expedition reached latitude  $86^{\circ} 36'$ , which at the present writing is the most northerly point on the sea attained by man, but Peary still has the record for reaching the most northerly point on the land.

In the year 1903, Charles J. Glidden, of Boston, Massachusetts, while touring European countries in an automobile flying a large American flag, crossed the Arctic circle. He went through many sections where the automobile and the Stars and Stripes had never been seen before.

The touring party, consisting of Mr. and Mrs. Glidden, Engineer Charles Thomas, and a Swedish interpreter, left Copenhagen, the capital of Denmark, on July 29, and crossed the Arctic circle, with Old Glory floating from the machine at 2 o'clock on Saturday, August 15. Mr. Glidden deposited the flag with Postmaster A. Martinell, at Upper Thornea, Sweden.

Lieutenant-Commander Robert E. Peary, in October, 1904, began preparations for another voyage to the Arctic regions, by making arrangements for the Peary Arctic Club of New York, with the shipyard at Bucksport, Maine, for the construction of a vessel for the expedition.

The hull of the ship was launched on the 28d of March, 1905, and christened *Roosevelt*, a magic name that bespeaks success. She was towed to Portland, where her machinery, steel plating, spars, etc., were received. On June 30, she sailed for New York and anchored in the North River on the 2d of July, where during the next twelve days necessary supplies were put on board.

The total cost of the expedition up to this time was \$150,000, given by American business men, the largest individual contributors being George Crocker, who gave \$50,000, Morris K. Jessup, who subscribed \$25,000, and Thomas H. Hubbard, who gave \$10,000.

On the 16th of July the *Roosevelt*, with the Stars and Stripes waving from the mizzen-truck, sailed from New York for Sydney, Cape Breton, where she arrived on the 22d of the month. On the afternoon of the 26th she set sail for the North.

She is the first distinctively steam vessel to attempt the Arctic voyage, and the first purely fore-and-aft rigged ship ever built for Arctic work. Her dimensions are: Length, 184 feet; breadth, 35 5-10 feet; depth, 16 2-10 feet; gross registered tonnage, 614 tons; maximum load displacement, about 1,500 tons.

With his staunch ship bearing the name of *Roosevelt* (a synonym for achievement) and the aid of his past experience in the Arctic regions, Peary hopes to reach the apex of the earth, and there plant the "glory of America," our republic's Red, White, and Blue.

The flag was first displayed at the Isthmus of Panama in the middle of the nineteenth century. The railway across the isthmus, between Aspinwall on the Atlantic and Panama on the Pacific, was begun in May, 1850, and completed and opened for traffic in 1855. The building of this railroad across the connecting link of the two continents, with its rocky elevations and well-nigh bottomless swamps, is a triumph of American civil engineering and perseverance. A train of cars passed from Aspinwall to Barbacoos on the 4th of July, 1852, and on November 24, 1853, the bridge across the Chagres River at Barbacoos having been completed, it was tested by the passage over it of a train consisting of a locomotive and six passenger-cars. The bridge on the Barbacoos side was decorated with the flag of New Granada and the Stars and Stripes. About midday the train started across the structure, with Old Glory floating above the first car.

In 1846 the United States sent an expedition to Japan, for the purpose of effecting commercial negotiations with the empire. The ship-of-the-line *Columbus* and the corvette *Vincennes*, Commodore Biddle commanding, reached Yeddo in July, and without once going on shore, after a stay of ten days, Commodore Biddle received the Emperor's answer to our application, which curtly said: "No trade can be allowed with any foreign nation except Holland."

Glynn's trip to Nagasaki in 1849, in the little *Preble*, to demand the release of some shipwrecked American sailors, had a salutary effect, and his work made an impression upon Commodore Perry, which was not forgotten when the Mexican war was over. The opening-up of the golden territory of California was an immediate result of that war, and the great advantage of a market and commercial relation with Japan became apparent.

Commodore M. C. Perry, who had long studied Japan and its people, and was one of the first public men in this country who looked for a peaceful opening of Japan, was regarded as the fittest person to negotiate a treaty of amity and commerce with that Oriental nation. In March, 1852, President Fillmore appointed Commodore Perry to the command of the expedition to Japan. The fleet consisted of four ships, the *Mississippi*, which was his flagship, and the frigates *Susquehanna*, *Saratoga*, and *Plymouth*. He sailed from New York in November, 1852, in the *Mississippi*, and the other ships followed.

The fleet reached the bay of Jeddo, Japan, in July, 1853, and made a landing at the town of Uraga, where Commodore Perry delivered the letter of President Fillmore written to the Emperor, whom he addressed as "Great and Good Friend," to an envoy with imperial credentials, he having refused the vice-governor of the town the delivery of the letter into the hands of any official lower in rank than a "counsellor of the empire."

There was a great deal of ceremony attending this act, and after it was over Perry told the envoy that he would depart to

China, but that in the spring he would return for the answer to the President's communication. He did return the latter part of the following February, and this time at Yokohama, the place which had been agreed upon by the imperial commissioner and the commodore. A tedious period of negotiation followed, but on the 31st of March, 1854, the treaty was signed, and thereby the Mikado's empire was opened to trade for the first time in modern history. The American ensign used by Commodore Perry in his interview with the Japanese commissioners at Uraga, and again at Yokohama, is preserved in the Naval Academy, Annapolis. The field of its canton bears twenty-nine stars.

One of the most interesting campaign flags in existence is the American flag that was displayed in the first convention of the Republican party, held at Pittsburg, Pennsylvania. It was shown in the convention of June, 1900, at Philadelphia, and brought forth a storm of applause. Following the announcement of Chairman Senator Wolcott, that fifteen survivors of the first Republican convention were present with the same old flag used in that convention, "a file of white-haired patriarchs appeared from the rear, bearing at their head a faded American flag, tattered, and barely held together by a cross staff. As the flag appeared the audience rose, delegates, spectators, and guests, and a deafening salute went up for the faded standard and its venerable upholders. The fifteen white-haired men ranged themselves side by side, looking out on the sea of faces." Alongside the flag another bore the legend: "National Fremont Association, Republican party, organized Feb. 22, 1856, at Pittsburg, Penn."

Another notable campaign flag is the one that was displayed when Lincoln was nominated for the presidency, in the National Republican convention held at Chicago in May, 1860. This Stars and Stripes has been used in every national convention of the Republican party since, including that of June, 1904, at Chicago, which nominated Theodore Roosevelt as his own successor in the presidential chair. The flag, which shows considerable wear and tear from its

many displays, will be preserved for use in future national conventions.

During Christmas night of 1860, five days after South Carolina had adopted an ordinance of secession, Major Robert Anderson, who was in command of the United States forces and defences of Charleston Harbor, stationed at Fort Moultrie, removed his force across the bay to Fort Sumter, which was a better fortress. The flag brought away from Fort Moultrie was raised over Fort Sumter at noon, December 26, with impressive ceremony. On the 5th of January, 1861, the steamer *Star of the West* sailed from New York with a supply of stores and ammunition, and two hundred and fifty artillerymen and marines, to reinforce Fort Sumter, arriving at Charleston bar on the 9th inst., and on the same day crossed the bar and proceeded on up the channel to within two miles of Fort Sumter, when she was fired upon by a masked battery on Morris's Island, where a red palmetto flag was flying. Seeing a steamer approaching with an armed schooner in tow, and the battery firing at her all the time, the *Star of the West*, being without cannon to defend herself from the attack of the vessels, to avoid capture or destruction, sailed out of the harbor and returned to New York, where she arrived on the 12th of January. This was the first hostile shot fired in the Civil War.

Following the election of Abraham Lincoln in November, 1860, to the presidency, several members of the cabinet of President Buchanan, who favored the cause of the South, resigned. Among the posts vacated was that of secretary of the treasury, to which General John A. Dix of New York was appointed, in January, 1861.

Captain Breshwood was in command of the revenue cutter *Robert McClelland* at New Orleans, and received an order from General Dix, through an agent, to sail to the North. Confederate sympathizers already had seized United States property in the South, and it was the purpose of General Dix to get what revenue cutters he could out of southern waters. When the order of the secretary was given to Cap-

tain Breshwood he refused absolutely to obey it, and information of his refusal having been received by General Dix, he on the 29th of January despatched the memorable command:

"Tell Lieutenant Caldwell to arrest Captain Breshwood, assume command of the cutter, and obey the order I gave through you. If Captain Breshwood, after arrest, undertakes to interfere with the command of the cutter, tell Lieutenant Caldwell to consider him as a mutineer and treat him accordingly. *If any man attempts to haul down the American flag, shoot him on the spot.*"

The telegraph at New Orleans was in possession of southern sympathizers, and this dispatch was not permitted to pass. The cutter was thereupon handed over to the authorities of Louisiana. The famous order relative to the flag thrilled the country like a bugle call. The signed copy of the original message and the flag of the cutter are in the possession of the Reverend Doctor Morgan Dix, Rector of Trinity Church, New York, son of General Dix. Dr. Dix, in a letter written at Pride's Crossing, Massachusetts, June 16, 1902, said in part as follows:

"I am much interested in your plan to publish a history of the National Flag, and am glad to contribute the particulars which you have named, in the case of the flag which was referred to in my father's well-known telegram.

"The flag which has been in my possession since my father's death in the year 1879, is the ordinary Revenue Flag of our country. Its dimensions are 3 feet by 4 feet 6 inches. The material is the ordinary hunting of which the government flags are made. It differs in no respect, so far as I have observed, from the United States Revenue flag in use to-day at our ports and on our revenue vessels.

"It has been my practice to lend the old flag to the John A. Dix Post, G. A. R., annually, when they hold services on Memorial Day at my father's grave; and I have entrusted it to them once or twice in addition, on important occasions. The Post carry it in procession with their own flag, and regard it with a veneration bordering on the religious."

Mr. Lincoln left his home in Springfield, Illinois, on the 11th of February, 1861, for Washington, to assume the duties of

president. On the eve of his departure, Mr. Kohn, the city clerk of Chicago, presented him an American flag (or, according to Admiral Preble's "History of the United States Flag," a picture of one), bearing an inscription in Hebrew upon its folds, from the fifth and ninth verses of the first chapter of Joshua. Joshua was appointed by the Lord to succeed Moses, the ruler over all the land, and Lincoln had been selected by the people to rule over all of the United States. Following are the verses: The 5th: "There shall not any man be able to stand before thee all the days of thy life; as I was with Moses, so will I be with thee: I will not fail thee, nor forsake thee." The 9th: "Have I not commanded thee? Be strong and of a good courage: be not afraid, neither be thou dismayed: for the Lord thy God is with thee whithersoever thou goest."

Mr. Lincoln reached Philadelphia on the 21st of February, and early in the morning of the next day (the anniversary of Washington's birthday), he rode to Independence Hall in a carriage drawn by four white horses, escorted by the Scott Legion, with the flag they had carried to victory in the Mexican War. After briefly addressing the people from a platform in front of Independence Hall, he was invited to raise the Stars and Stripes, preparations for which had been made, and he responded by grasping the halyards and raising the flag aloft.

This was a new flag that had been loaned by Commodore Samuel F. Du Pont, the commandant of the navy yard. It had been brought to the platform by a man-of-war's man, who rolled it up and bent it on to the halyards for Mr. Lincoln to hoist. After Lincoln had run it to the head of the flagstaff, the sailor broke the stops, which permitted it to float out free to the breeze.

Following the transfer of the United States forces from Fort Moultrie to Fort Sumter, the authorities of the State of South Carolina seized the United States arsenal, post-office and custom-house in Charleston, and all other forts in the harbor. Powerful batteries were erected at every point commanding Fort Sumter, and on the 12th of April these opened fire on the fort.



About the time fire was opened, a fleet of vessels from New York, with provisions for the garrison, appeared off the bar, but made no attempt to land supplies. The vessels signalled their mission by dipping their ensigns, but Sumter could not respond, for its flag was entangled in the halyards. During the bombardment the flagstaff was hit several times, and finally it was shot away near the peak, the upper portion with the flag falling into the fort, which was then on fire at several places. The flag was rescued by Lieutenant Hall, carried by Lieutenant Snyder to the ramparts, and Sergeant Peter Hart, of New York, who had served with Major Anderson in the Mexican War, with the assistance of Lyman, a Baltimore mason, nailed it to the staff and again planted it upon the ramparts. At half-past two in the afternoon of the 13th, the flag was shot away and not raised again.

The bombardment was continued for thirty-four hours, when, between seven and eight o'clock in the evening of the 13th, Major Anderson received a letter from General Beauregard, containing an agreement for the evacuation of the fort, on terms that had been proposed by Anderson; namely, the departure of the garrison, with company arms and property, and all private property, and the privilege of saluting the flag and retaining it.

At an early hour on Sunday morning, April 14, 1861, Major Anderson had made preparations for leaving the fort. When everything was in readiness for departure, the tattered flag was raised above the ramparts and the guns commenced saluting it. It was the intention to fire one hundred guns, but on account of the accidental explosion of some ammunition, by which Private David Hough, of New York, was instantly killed, Private Edward Gallway mortally wounded, and several others injured, only fifty were discharged. The Palmetto Guard entered the fort after the garrison had departed, and buried the dead soldier with military honors. Shortly afterward, General Beauregard and his aids and Governor Pickens and his suite entered the fort, took formal possession of it, and raised the Confederate and palmetto flags.

The garrison sailed for New York on the 16th of April, in the steamer *Baltic*, one of the vessels of the relief squadron, with the dear old flag they had so gallantly defended, floating from the masthead. When the *Baltic* entered New York Harbor on the 18th it wore the flag, which was greeted by salutes from the forts and the cheers of thousands of spectators who had gathered to welcome its defenders. Upon request of Secretary of War Cameron, Major Anderson retained the flag and placed it in the vaults of the Metropolitan Bank, New York City.

Two days after Anderson's return, when a monster meeting, which was attended by more than one hundred thousand men, of all political and religious creeds, gathered around the statue of Washington in Union Square, and declared that the Union must be preserved, the tattered Fort Sumter flag, mounted on a fragment of the staff, was placed in the hands of the equestrian statue of Washington.

Mr. Henry J. Raymond of the *New York Times*, in a public meeting at Union Park, shortly after Anderson's return, said: "I heard an anecdote to-day from Major Anderson. During the attack on Fort Sumter, a report came here that the flag, on the morning of the fight, was half-mast. I asked him if it was true, and he said there was not a word of truth in the report. During the firing, one of the halyards was shot away, and the flag dropped down, in consequence, a few feet. The rope caught in the staff and could not be reached, so that the flag could neither be lowered nor hoisted; and, said the Major, 'God Almighty nailed that flag to the mast, and I could not have lowered it if I had tried.'"

On the 14th of April, 1865, on the fourth anniversary of the evacuation, Brevet Major-General Anderson, by order of the President, raised that identical flag over the ruins of Fort Sumter, and gave it a salute of one hundred guns, which was followed by a national salute from every fort and battery that fired upon Fort Sumter.

On April 3, 1872, when the remains of General Anderson were taken from New York to West Point for burial, this flag was wrapped about the casket.

On the thirty-fourth anniversary of the evacuation, April 14, 1895, the flag was exhibited, through the courtesy of Mrs. Anderson, who had it in keeping, at a gathering in Brooklyn, New York, of soldiers and sailors who had served during the war, in the vicinity of Fort Sumter. The flag was accompanied to that gathering by members of the old Anderson Zouaves, as a body-guard of honor, at the special request of Mrs. Anderson.

On March 27, 1905, this and the other flag that Major Anderson brought away from Fort Sumter, were in compliance with a stipulation in the will of Mrs. Anderson, who died in Washington, District of Columbia, on February 25, 1905, presented to the War Department.

The first act in the great tragedy had been performed at Fort Sumter, and the entire North was aroused. Up to this time the hope of a peaceable solution had been cherished in the northern States, but the firing upon the flag had dissipated all hope. For the first time in the history of our Republic, the Stars and Stripes had been lowered at the bidding of any enemy. The lowering of the Stars and Stripes at Fort Sumter caused it to be raised in every northern city, town and village. In very many instances our flag was seen for the first time by residents of inland sections, not excepting some of the long-settled interior parts of New England.

To give the accounts of the flag-raising following the fall of Fort Sumter, that appeared in the publications of the time, would require many pages. The national emblem was seen on every hand; it floated from the spires of churches of every denomination, over schools, the places of business of every class, residences, and public buildings. Soon every city and large town was alive with the Red, White, and Blue of the Republic.

An interesting event transpired at Alida, in Illinois. During the political campaign of 1860, the Republicans and Democrats had each erected their party flagstaff. When the news of the evacuation of Fort Sumter was received, by a common impulse the partisan flagstaffs were cut down and spliced to-

gether, and upon this new union staff the emblem of our Union was hoisted.

A facetious sign-painter in New York displayed the colors of the Republic over his doorway, bearing the significant motto: "*Colors warranted not to run.*"

A flag was raised from the summit of Bunker Hill monument on the 17th of June, the eighty-sixth anniversary of the battle, and it continued to float during the entire war. Following the death of Lincoln on the 15th of April, 1865, the flags were converted into emblems of mourning.

After the news of the secession of Virginia (April 17, 1861) had been received in the town of Liberty, Amity County, Mississippi, the United States flag was burnt in the public square, in the presence of a crowd of cheering spectators.

The New York *Express* of April 29, 1861, stated that at Memphis, Tennessee, on the 21st of April, the burial of the Stars and Stripes was publicly celebrated.

On April 22, 1861, two or three hundred Union men raised the Stars and Stripes at Lexington, Kentucky, and expressed their loyalty to the cause it represented.

The Confederates established a camp at Arlington Heights, Virginia, and the Stars and Bars that floated above it could be seen from the National Capitol at Washington. On the morning of the 24th of May, Commander Rowan of the sloop *Pawnee*, one of the fleet of small vessels that were engaged in patrolling the Potomac, sent a boat ashore, and demanded the surrender of the city of Alexandria, which was immediately evacuated by the Virginian troops. Thirteen thousand United States troops crossed the river and took possession of the city and Arlington Heights. With the army of occupation was the Eleventh New York Infantry, Colonel E. E. Ellsworth's famous Fire Zouave Regiment. Ellsworth, while marching his regiment through the streets, saw a Confederate flag waving above the Marshall House. Accompanied by two of his men he entered the hotel, ascended to the roof, tore down the Confederate flag, and replaced it with the Stars and Stripes. As he descended the stairs he was shot and instantly killed by

James W. Jackson, the proprietor of the hotel. Francis E. Brownell, one of the Zouaves, maddened at the death of his commander, shot Jackson through the brain and plunged his bayonet into his body before he fell. The Confederate flag which was lowered is in the Capitol at Albany, New York, and the Stars and Stripes that was floated above the hotel in its place was presented to the War Department, Washington, in February, 1904, by William Clausen of New York City.

The war was prosecuted with varying fortunes during 1861, but with a preponderance of success for the Confederacy. The Union forces regained possession of a few important places in the latter part of the year.

The first naval expedition sailed from Fortress Monroe on August 26, under command of General B. F. Butler, and captured Forts Hatteras and Clarke, at the entrance to Pamlico Sound. The second naval expedition left Fortress Monroe on October 29, commanded by Commodore S. F. Du Pont and General T. W. Sherman. It steered for Port Royal Bay, South Carolina, where it bombarded and captured Forts Walker and Beauregard on November 7th, and took possession of the Sea Islands adjacent, which were thenceforth held by Union land and naval forces.

Commander John Rodgers, writing of the occurrence, says :

"Commodore Du Pont had kindly made me his aid. I stood by him and did little things, which I suppose gained me credit; so when the boat was sent in, to ask whether they had surrendered, I was sent. I carried the Stars and Stripes; I found the ramparts utterly deserted, and I planted the American flag with my own hands, first to take possession, in the majesty of the United States, of the rebel soil of South Carolina."

A correspondent of the *New York World* wrote of the re-establishment of Old Glory, as follows :

"The cheers that uprose on the hoisting of the flag on Fort Walker were deafening; the stentorian ringing of human voices would have drowned the roar of artillery. The cheer was taken

up man by man, ship by ship, regiment by regiment. Such a spontaneous outburst of soldierly enthusiasm never greeted the ears of Napoleon, amid the victories of Marengo, Austerlitz, or the pyramids of the Nile."

At the opening of the war the *Hartford*, which afterward became Farragut's flagship, and is inseparably linked with the memories of his victories, was in Chinese waters. She was ordered home early in 1861, and sailed for Philadelphia, under command of Commodore Frederick Engle.

Knowledge of the impending war reached the *Hartford*, and her crew being composed of men from both sections, the situation at home induced argument, which, at times, became quite demonstrative. Finally the captain issued an order that all further debate and arguments relating to affairs at home must cease; but notwithstanding this edict, the right of secession continued to be discussed, with the result that a committee was appointed, of which one of the petty officers, named Hatfield, was chairman, to obtain subscriptions to a fund for the purchase of silk at Canton, to make an American flag to be presented to the first city in the United States the *Hartford* should reach at the expiration of her cruise, to show the crew's love for the flag and loyalty to the government of the United States of America.

Although many of the officers would have gladly subscribed, it was strictly understood that none but enlisted men would be permitted to do so. The requisite amount was quickly subscribed, silk of the richest quality was purchased, and on the homeward-bound passage a magnificent flag was made by members of the crew who were expert in the use of the needle. One Sunday morning while in the Indian Ocean, the flag was run up to the spanker peak.

Upon the arrival of the *Hartford* at Philadelphia, the flag was presented to the city, for which a vote of thanks to the crew for the donation was adopted by the municipal government. The flag was carried on the arms of ten petty officers to Independence Hall, on December 9th, 1861, and at noon it was raised on the flagstaff in the park in the rear of the hall,

amid the cheers of the people, which were accompanied by salutes at the navy yard and from the *Hartford*.

The Confederate troops evacuated Nashville, Tennessee, on February 23-25, 1862, and the town was promptly occupied by the Unionists. Brigadier-General William Nelson, then in command of the Army of Ohio, had left camp "Wickliffe," Kentucky, marched to West Point, on the Ohio River, where transports were taken for Nashville, and Nelson made all possible haste to get ahead and capture Nashville before the land forces. The Sixth Ohio Infantry was on the flagship with Nelson, and was the first to land, which was on the 25th of the month. An advance guard was formed, marched through the streets and took possession of the Capitol, over which the regimental colors were raised.

Captain William Driver, a man of unquenchable loyalty to the Union, who had been a resident of the town since 1837, asked permission to raise his Stars and Stripes over the Capitol in place of the smaller flag, which was granted, and he sent aloft the identical flag which he had christened "Old Glory" thirty-one years before at Salem, Massachusetts, where it is now preserved in the Essex Institute.

An expedition led by General A. E. Burnside and Commodore L. M. Goldsborough sailed from Fortress Monroe January 11, 1862, landing on Roanoke Island February 5, assaulting and taking Fort Bartow, its main defense. On the 14th of March the fleet attacked and captured New Berne, North Carolina. Fort Macon was next invested March 23, the siege continuing until April 26, when its garrison surrendered. This was the first of the regular Union fortresses retaken from the Confederates.

The surrender of New Orleans to Farragut is memorable. On April 26th Farragut wrote to the Mayor of the city, demanding "That the emblem of the sovereignty of the United States be hoisted over the city hall, mint, and custom-house by meridian of this day, and all flags and other emblems of sovereignty, other than that of the United States, be removed from the public buildings by that hour." The next

day (Sunday, April 27), this reply was received from the Mayor:

"The city is yours by the power of brutal force, not by my choice, or the consent of its inhabitants. As to hoisting any flag not of our own adoption and allegiance; let me say to you, that the man lives not in our midst whose hand and heart would not be paralyzed at the mere thought of such an act; nor could I find in my entire constituency so desperate and wretched a renegade as would dare to profane with his hand the sacred emblems of our aspirations."

Farragut refused to confer further with the Mayor, and Captain H. W. Morris, whose ship (the *Pensacola*) lay off the mint, was ordered to hoist the flag of the United States upon that building, and at 8 A. M. the Stars and Stripes was floating over it.

At 11 A. M. four men were seen on the roof of the building who tore down the flag, hurried away with it, and disappeared. The New Orleans *Picayune* of Monday, the 28th of April, gave the names of the men who had torn down the flag, as "William B. Mumford, who cut it loose from the flagstaff, amid a shower of grape, Lieutenant N. Holmes, Sergeant Burns, and James Reed."

Admiral Preble's "History of the United States Flag" says:

"These four men, having secured their prize, trailed it in the mud of the streets amid the yells of the mob, and, mounted with it upon a furniture cart, they paraded it about the city with fife and drum, tore it into shreds, and distributed the pieces among the crowd."

Farragut sent Captain Theodorus Bailey, commander of one of the divisions of the fleet, who was accompanied by Lieutenant George H. Perkins, to raise the flag of the United States over the city hall, which they accomplished.

On the 29th, Captain H. H. Bell, with a hundred marines, landed on the levee, marched to the mint and custom-house, hauled down the emblem of secession, and raised in their places the flag of the Union, which thenceforth continued to fly; and soon the Stars and Stripes was floated over buildings in various sections of the city.



Another version of the Mumford affair is given by Mrs. D. A. S. Vaught, who says that the United States flag at the New Orleans mint was taken down by Adolph Harper and W. B. Mumford, a lame young man, April 26th, while Mayor Monroe was parleying with Farragut. The Confederate troops, a small body, had retired. Monroe, as municipal officer, refused to perform a military act, such as surrendering the city, lowering the Confederate flag and putting up the United States flag; but said he would offer no resistance. The city had not been occupied by United States troops, Butler and his army not arriving until May 1st.

While still parleying, and without notifying Monroe, a file of soldiers put up the United States flag at the mint, and these foolish young men took it down. Harper escaped, and Mumford was hanged by Butler.

The flag was secreted by the assistance of a negro servant of the Harpers, and subsequently burned — two or three scraps being rescued. *It was not torn up and trampled in the streets.*

Following the surrender of Forts Jackson and St. Philip to Captain Porter, General Butler came up the river and took possession of New Orleans on the 1st of May. Before reaching the city Butler had read in the papers an account of the tearing down of the Stars and Stripes from over the mint by Mumford, and said: "I will hang that fellow whenever I catch him"; and he kept his intention.

Mumford, who made no attempt to conceal himself, was soon arrested, tried by a military commission, who condemned him to death, and executed on the 7th of June, 1862. He was the first and only man ever hanged for hauling down the Stars and Stripes. In the year 1869, through the influence of General Butler, then a member of Congress from Massachusetts, Mrs. Mumford was appointed to a clerkship in the Internal Revenue Department at Washington.

Farragut was raised to the grade of admiral in July, 1866, and hoisted his four-starred flag on the steam frigate *Franklin*, at the Brooklyn navy yard on the 17th of June, 1867, a few

days before he sailed for Europe. The flag draped the casket when his remains were brought to New York Harbor for burial, and an admiral's flag was not again seen in that harbor until September 30, 1899, when this identical flag was presented to Admiral Dewey, and hoisted over the *Olympia*. This flag, which had been flown by Farragut while on the *Hartford*, and afterward on the *Franklin*, was improvised by Quartermaster Knowles, who served on the *Hartford* during the Civil War. Bartholomew Diggins, one of the survivors of the *Hartford's* crew, who flung it to the breeze and assisted at the unveiling of the statue of Farragut at New York in 1881, was permitted to keep the old flag, and he gave it to Admiral Dewey.

The story of an interesting incident that occurred shortly after the capture of New Orleans is given in a letter from the Honorable J. F. H. Claiborne to Admiral George H. Preble. The letter was written at Natchez, Mississippi, April 21, 1879, and is given in Admiral Preble's "History of the United States Flag," as follows:

"Let me now tell you the story of a flag. When the late Civil War broke out I was residing on a large sea-island cotton plantation in the extreme southwestern angle of Mississippi, near the mouth of Pearl river. I had sent my wife and daughter here to my mother-in-law. My only son, of course, was in the Confederate army. I remained in charge of a large and highly improved property. When New Orleans was occupied by the national forces, a regiment was quartered at Fort Pike in the Rigolets, twelve miles from my plantation. A few weeks afterward, a steamboat, with a party of officers and two companies, landed at my house. The major in command said that information had reached the fort that I kept a rebel flag in my house, and had hoisted it since the fall of New Orleans. Of course, and truly, I denied the charge. He said that his duty required him to make a search; but it was evidently a police duty he did not relish, for he was an educated and polished gentleman, and believed my word. I called my servants to conduct two of his subalterns over the house, and to open every possible hiding-place. I ordered all the chests and trunks brought into the hall and opened. No flag was found, the search was over; and

when taking some grog with me, the officers, one and all, expressed their satisfaction. I then said, 'Now, Major, you have failed to find a flag, but I confess I have one.' He and his comrades looked grave, and I thought, distressed. I said, 'Yes, I have, and will never part with it. If you take *me* you shall take *it*; and if you take *it*, you shall take *me*!'

"I then ordered a servant to bring a certain trunk. It was old and weather-beaten, marked in brass tacks 'F. L. C. U. S. A.' On opening it, there were the emblems and insignia of a Royal Arch Mason, a pair of epaulets, a sash, a bundle of commissions, and a faded, moth-eaten flag, — the genuine *Stars and Stripes*. General Claiborne, my father, had been ensign, lieutenant, captain, and adjutant of the first regiment of the United States in Wayne's army, and this was the old flag of that regiment.

"You may imagine the reaction that occurred; the delights of those gallant young officers; and how very soon the champagne began to flow. The story went to the fort, from the fort to headquarters, and thenceforth my large property, lying on twenty feet tide-water, was as safe as it is to-day. I had about one hundred negroes, large herds of cattle and sheep; and though the United States forces, military and naval, were often there, I never lost a dime."

Admiral Preble, in a footnote, says:

"The officer referred to was Captain Rockwell, Thirty-First Massachusetts Volunteers, stationed at Fort Pike in the Rigolets. He was a son of Judge Rockwell of Boston. He subsequently died at Baton Rouge. The flag was the flag of the original First Regiment United States Infantry, commanded by Colonel John F. Hamtramack, of Wayne's Legion. It floated over Fort Washington (Cincinnati), was in the battle of Maumee, and was subsequently hoisted at Fort Grandville. After its long and eventful history it was burned in Mr. Claiborne's house near the Bay of St. Louis, in 1878, together with a sword worn by Count Rochambeau at the siege of Yorktown."

The ascent of Lookout Mountain, 1,400 feet in height, a few miles from Chattanooga, Tennessee, and the planting of Old Glory upon its summit on the 24th of November, 1863,

was General Joseph (Fighting Joe) Hooker's most familiar achievement, on account of the picturesque features involved.

General Grant who had just assumed the command of a large army was besieged by the Confederate General Bragg, whose forces were mainly encamped on a plateau halfway up Lookout Mountain, though two brigades held the works on the summit. General Hooker was ordered to divert the attention of the Confederates by attacking them with ten thousand men on the mountain. The day of the battle was cold with a mist hanging over the mountain, and at about 11 A. M., as the charge of Hooker's forces began, it started to rain. The laborious ascent began with the main portion of the army, in two separate columns, while a detachment at one point of the base of the mountain kept up an incessant roar of artillery and musketry to deceive the enemy as to the real points of attack, which subterfuge accomplished its purpose.

The Union forces advanced steadily, and were soon obscured from the view of the Confederates, who were being driven before them, and the Federal army on the level ground below, by the mists or clouds, or both, which enveloped the upper part of the mountain.

By 10 P. M. the Union forces had fought their way to the foot of the palisades, near the summit of the mountain, which they found to be inaccessible. During the night the two Confederate brigades that had held the top of the palisades on the crest of the mountain, decamped, and on the following morning some Union soldiers constructed rude ladders, by means of which they reached the top of the fort, where John Barnard raised the Stars and Stripes. The phrase, "The Battle above the Clouds," first applied by General Montgomery C. Meigs, the day after the battle, has ever since been associated with the fame of General Hooker.

The greatest ocean battle of the war was fought between the United States cruiser *Kearsarge* and the Confederate States cruiser *Alabama*, off Cherbourg, on the coast of France, on Sunday, June 19, 1864.

The *Kearsarge* was a product of the navy yard at Ports-

mouth, New Hampshire, from which port she sailed on her first cruise February 5, 1862. Boston, however, was the first United States port she ever made after leaving Portsmouth, and from Boston she started on her second cruise. Her mission from first to last was to look out for Confederate cruisers, particularly the *Alabama*, whose career began shortly after she sailed on her first cruise. The *Alabama* was built by Messrs. William and John Laird & Company, at Birkenhead, near Liverpool, England. Her shipyard number was "290," and during the first weeks of her career of destruction of merchant vessels she was always spoken of as "No. 290."

She left Liverpool on July 29, 1862, and two days after sailed for the Azores under the name of *Enrica*, flying the English flag. Her stores, armament, and coal were sent out by the English sailing ship *Agrippina* and the English steamer *Bahama*, on board of which was Captain Raphael Semmes, the future commander of the *Alabama*.

On June 12, 1864, while at Flushing, a seaport of the Netherlands, Captain Winslow received a telegram informing him that the *Alabama* was at Cherbourg. He immediately sailed for Cherbourg, where he arrived on the 14th, and saw the *Alabama* for the first time. He took a position outside of the harbor, and received a message from Captain Semmes, informing him that as soon as he could make a few necessary preparations he would come out and settle matters.

Both were eager for the combat, and it came on Sunday, June 19, 1864. Semmes fired the first broadside at 11:10 o'clock, when the vessels were a mile apart, but Winslow did not respond until they were within six hundred yards of each other. The combat lasted about an hour and a half when the *Alabama*, whose sides were torn out by the shells of the *Kearsarge*, sank to the bottom of the sea, and thus ended the great naval duel.

The *Kearsarge* returned to Boston, where she arrived November 7, 1864, and went out of commission three weeks afterward. She was recommissioned April 1, 1865, and went to the European station. She was kept in commission nearly

all the time, showing the ensign all over the world, until February 2, 1894, when she was wrecked on Roncador Reef, in the Caribbean Sea, on her way from Port au Prince to Bluefields, Nicaragua.

Thirty-six years after the great naval combat off the coast of France, another *Kearsarge* and a new *Alabama* proudly wearing the emblem of a reunited country, sailed into the harbor of Portsmouth, New Hampshire, to take part in the celebration of an event that delighted the people of every section.

Shortly after the wreck of the *Kearsarge* it was proposed to Congress by Secretary of the Navy H. A. Herbert, of Alabama, that the newest of the battleships then authorized be given the name of *Kearsarge*. Heretofore, in the building of the new navy, the rule had been adopted of naming the battleships for the several States of the Union, but this excellent exception was approved by Congress, and the name of that historic ship was perpetuated. The same Congress provided for the building of another first class battleship, which received the name of *Alabama*.

On the 18th of September, 1900, many distinguished officials of State and Nation met at Portsmouth to celebrate the happy, historic event of placing bronze tablets upon the battleships *Alabama* and *Kearsarge*, to commemorate the reunion of the South and North.

Governor Joseph F. Johnston, of Alabama, accompanied by officials of his State and other prominent people, had journeyed North to participate in the ceremony attending the presentation of these tablets.

They were the gift of the State of New Hampshire, and Governor Frank W. Rollins presented the one intended for the *Kearsarge* to her commander Captain Folger, and that for the *Alabama* to Captain Brownson, who was to command her when she had been put into commission, which they accepted, on behalf of the officers and men of the ships. Secretary of the Navy John D. Long acknowledged the receipt of the gift.

The *Alabama* tablet was unveiled by Mrs. Bryan of Memphis, a daughter of Admiral Raphael Semmes, and that for the *Kearsarge* by Miss Mary Thornton Davis, a daughter of Judge Charles Davis of Boston, and the grandniece of Executive Officer James S. Thornton, of the old *Kearsarge*.

On the *Kearsarge* tablet two magnificent female figures, as like as twins, one with just a touch of disorder in her wind-blown hair, both with the wide, low collar and the flowing tie of the sailor, and with bared arms that speak of recent service at the guns, clasp hands under the overshadowing spread of the wings of America's national bird. The female figures are emblems of the North and the South.

The inscription is as follows :

From the State of New Hampshire  
to the  
U. S. S. KEARSARGE  
To maintain  
Justice, Honor, Freedom,  
In the service of a reunited people.

The *Alabama* tablet consists of a scroll supported by two dolphins, with faces at the top and bottom. The dolphins signify the two ships. The scroll signifies the past history. The faces signify union.

The inscription is as follows :

The State of New Hampshire  
to the  
U. S. S. ALABAMA  
This Tablet  
Companion to that on  
U. S. S. KEARSARGE  
Placed here by courtesy of the  
State of Alabama  
Perpetuates in enduring peace  
Names once joined in  
Historic combat.

From the Chickamauga campaign (August 16 to September 22, 1863) to the winter of 1864-1865, Georgia was almost constantly the scene of conflict. The Atlanta campaign, with General W. T. Sherman in command of the Union forces, began May 3, 1864, and he took possession of the city on the 2d of September. When he left the city the Confederate commander moved against Sherman's communications, and on the 5th of October the battle of Allatoona Pass was fought and won by the Union forces. All the rations and stores of Sherman's army were at Allatoona, and if the Confederates had captured them, the Union soldiers would have been cut off from their supplies, and it would have been a long time before Sherman could have marched to the sea.

Late in the evening of October 3d, General Vandever sent a message to the commanding officer at Allatoona, notifying him that the Confederates were moving on Allatoona, and thence to Rome. This message was sent a distance of fourteen miles over the heads of the Confederates by means of a signal flag, which was waved by Private Allen D. Frankenberry, Company K, Fifteenth Pennsylvania Cavalry. Several messages were signalled by Frankenberry from General Vandever before the arrival of General Sherman. On the afternoon of the 4th, Sherman sent his famous message to General John M. Corse: "Hold fast, we are coming." This message inspired the famous hymn: "Hold the Fort, for I am coming."

This flag is among the battle flags that have been deposited in the flag-room in the Capitol at Harrisburg, Pennsylvania.

As General John A. Logan with the Fifteenth Army Corps and General John E. Smith with the Seventeenth of Sherman's army, neared Columbia, South Carolina, on the 17th of February, 1865, there was considerable rivalry as to which command would enter the city first. Both corps were on the opposite side of the river from the city.

Lieutenant-Colonel Justin C. Kennedy, of the Thirteenth Iowa Infantry, and his regiment, was acting as an advance guard for Logan, and found a leaky old flatboat. He called



for volunteers to enter the boat with him and go to the Confederate city. Seventeen out of the regiment promptly offered their services and started to Columbia. Mr. George W. Dart of Company G was one of the volunteers and being the color guard he carried the flag.

With Dart in the lead the little squad of eighteen marched down the streets, which were lined by Confederate soldiers, who ventured no hostilities, knowing that a large army was back of the advance guard. They kept on until the Capitol was reached, when Dart entered the building, climbed the stairs to the roof, hauled down the Confederate colors and flung the Stars and Stripes to the breeze. Both of these flags, with many others, are in the State Capitol at Des Moines, Iowa.

The Stars and Stripes was raised over the ruins of Fort Sumter at the close of the war. The capture late in August, 1861, of Forts Hatteras and Clarke, which the Confederates had built on Hatteras Island, off the coast of North Carolina, the taking of Forts Walker and Beauregard at Port Royal Bay, South Carolina, in the following November, the establishment of a rigid blockade of the coast from South Carolina to Florida, by Commodore Du Pont, and the repossession of several other forts and strong places during the year 1862, led the national government to devise means to regain possession of Fort Sumter, the scene of the first assault upon the flag, and thereby the control of Charleston Harbor. Several unsuccessful attempts were made to accomplish that purpose, the investment of Charleston continuing for nearly two years.

On April 7, 1863, Commodore Du Pont engaged Fort Sumter with eight iron-clads in an action that continued for an hour and a half, when he withdrew, satisfied that Charleston could not be taken by a purely naval attack.

In the following summer and fall, General Q. A. Gillmore conducted operations by land and water against Charleston, comprising a descent on Morris Island, the reduction and capture of Fort Wagner, and the bombardment of Fort Sumter from batteries two miles distant. In October, he brought

his heaviest guns to bear on Fort Sumter and reduced it to ruins. His guns continued to keep watch and ward over Charleston, while he and some of his troops went to the James River.

The approach of Sherman's army to Columbia, the capital of the state, caused the Confederates to evacuate Charleston, which was taken possession of by General Gillmore, and the Stars and Stripes was raised over the ruins of Fort Sumter on the 18th of February, 1865.

There has been considerable dispute as to whom the honor belongs of first raising the Stars and Stripes over the ruins of Fort Sumter. Lieutenant-Colonel A. G. Bennett, Twenty-first United States Colored Troop, commanding at Morris Island, in his official report, says: "On the morning of the 18th of February, I received information that led me to believe the lines and defences guarding the city of Charleston had been deserted by the enemy. . . . I directed Major Hennessy to proceed to Fort Sumter, and there replace our flag. The flag was replaced over the southeast angle of Fort Sumter at nine A.M." According to one account, the troops were conveyed to the fort by the steamer *W. W. Coit*, General Gillmore's staff-boat, and the flag from her masthead was raised over the fort. Besides Major Hennessy, the honor of hoisting the flag has been claimed for Lieutenant Dean and Captain R. W. Bannatyne of the Fifty-second Pennsylvania Volunteers, and Captain Henry M. Bragg, aide-de-camp to General Gillmore. One publication has a picture of the Stars and Stripes flying from an impromptu flagstaff, made by lashing an oar and a boat-hook together. Another version is that the flag was raised over the fort at 8 o'clock on a pole that was brought on the first cutter of the United States monitor *Catskill*, carrying Lieutenant Charles W. Tracy, Surgeon Coles, Third Assistant Engineer Henry M. Test, and two sailors.

On the 14th of April, 1865, exactly four years after Major Anderson had lowered the Stars and Stripes over Fort Sumter, by the demand of General Beauregard, he re-raised that

identical flag over the ruins of the fort by order of President Lincoln.

General R. E. Lee, at 10.30 A. M., April 2, telegraphed to President Davis that Richmond, the capital of the Confederacy, must be evacuated at once, which order was executed by early morning of the next day.

The first Stars and Stripes hoisted in Richmond on that eventful day was raised by Miss Elizabeth L. Van Lew, who was a highly valued spy during the war. She raised this flag with her own hands over her house, at an early hour, before the Federal troops had fairly entered the city.

Mr. John P. Reynolds, Jr., of Boston, the executor of her estate, contributes the story of this flag, which, in substance, is subjoined.

Miss Van Lew, after all her four years of labor and the extreme danger through which she had passed, seeing that the fall of Richmond was imminent and that the Civil War was about to come to an end, determined to have a large flag to celebrate the end of the great struggle; she succeeded in getting a message to General Butler, who procured this flag for her. Flags of that size were not common in the army and not to be had on the fighting lines; but owing to Miss Van Lew's prominence and great value as a spy, and the interest which such men as Butler and others felt for her, they took the trouble to please her, and procured the flag and got it through the lines to her, which was no easy thing to do, for one would as soon think of storing friction matches in a powder magazine, as being seen with a package as large as an ordinary handbag, which contained nothing but a great United States flag, but she got it through and kept it in a place of safety until the right moment arrived. Then on the 3d of April, she being through her close connection with the Northern generals informed as to just when the army would arrive and just exactly what would be done, was ready to hoist the flag before the troops had entered the city, knowing that she was safe in so doing; moreover, her house was in such position that she was able to see, by going to the roof, from which

one can look over all the James River and other parts of the city, pretty much the exact moment when it was safe to hoist the flag. This flag is about twenty-nine feet long and something like nineteen feet wide, and has thirty-four stars in the canton.

On the 3d of April, 1865, before the Federal troops had fairly entered the city, this large flag was run up on the Van Lew mansion, so that when they came in by the eastern end of the city, known as Rocketts, and marched up Main street in sight of the old house, the flag was flying then. This must have, therefore, been put up some time, perhaps an hour, before a United States flag was put up on the Capitol.

Elizabeth L. Van Lew was born in Richmond, Virginia, on October 15, 1818. Her father was a man of means and gave his daughter a splendid education, and she lived the life of a refined and elegant woman of the Old Dominion. Her father died in 1860, and when the war came on she announced her loyalty to the Union.

Miss Van Lew was of invaluable service, in many instances, to General Grant in his campaign around Richmond. She communicated information to him in various ways that he could not have otherwise obtained. President Grant appointed her postmaster of Richmond, and on February 26, 1877, just before his second term expired, he paid tribute to her loyalty as follows :

“ Miss Van Lew was appointed by me postmaster of Richmond, Virginia, soon after my entrance upon the duties of President, from a knowledge of her entire loyalty during the rebellion and her services to the cause. She has filled the office since with capacity and fidelity, and is very deserving of continued confidence by a Republican administration.”

She served several years as postmaster, until her removal by President Cleveland. Then she went to Washington, where she held a clerkship, resigning when taken from the first class and lowered to the second.

Colonel Paul J. Revere, of the Twentieth Massachusetts

Regiment, and a grandson of the famous Paul, was taken prisoner during the war and confined in the Libby prison, where he was befriended in several ways by Miss Van Lew. Colonel Revere was killed at Gettysburg. In later years, when she was in need, remembering the assistance she had rendered him, a party of four Boston gentlemen, including Mr. John P. Reynolds, Jr., relatives and friends of Colonel Revere, regularly sent her \$1000 annually until her death at Richmond, September 26, 1900.

A boulder, suitably inscribed, the gift of Massachusetts admirers of Miss Van Lew, has been placed over her grave in Shookoe Hill cemetery, Richmond.

When Miss Van Lew's furniture and effects were sold at auction in Boston, in November, 1900, Mrs. Nathaniel Thayer (née Pauline Revere, a daughter of Colonel Paul J. Revere) purchased the flag Miss Van Lew raised in Richmond for \$75.00, and on February 21, 1902, she presented it in the name of her brother, Frank Revere, to Paul J. Revere Post 88, G. A. R., of Quincy, Massachusetts. The post was named after her father.

The honor of being the first Union soldier to enter Richmond on the morning of the 3d of April has been claimed by several. Although forty years have passed since that memorable morning, the controversy over this matter has not entirely ceased. S. Millett Thompson in his "History of the Thirteenth New Hampshire Volunteers" published a letter from Captain William J. Ladd of this regiment, who was serving on General Devens's staff when Richmond was evacuated, as follows:

"I was in the Capitol grounds as early as 5.30 A. M. I saw no flag on the Capitol at that time. After looking about the grounds and vicinity for a few minutes, and realizing that I was alone in the city, I rode back towards Rocketts, and when near there met a white Union cavalryman—the first Union soldier I had seen in Richmond that morning. We tied our horses, took a skiff and rowed out to a rebel war ship in the James, and captured two Confederate flags then flying upon her. I pulled down the larger flag,

the cavalryman the smaller one, and we rolled them up and tied them to our saddles. These were the first and only flags of any kind — Federal or Confederate — that I saw in Richmond that morning. I still, 1887, have this flag. Soon after we secured these flags the vessel blew up."

In the *Boston Globe* of May 29, 1904, the story of another claimant for first entrance into Richmond, Thomas Cosgrove of Company F, Fortieth Massachusetts Volunteers, then a resident of East Lexington, Massachusetts, is told in these words:

"Early on the morning of April 3, 1865, Private Cosgrove had special orders to execute which took him close to the enemy's lines. He started with a negro attendant, and discovered when well away from his own outfit that Richmond was being evacuated. Citizens were on the move, carrying white flags, and desiring to get into town to pick up stray information, he broke into a run, leaving the colored man to hustle for himself.

"His course was laid for the statehouse. It was deserted when he arrived, but in the street in front were piles of paper afire, and houses were burning in different parts of the city. Running up stairs to the senate chamber he saw hanging over the stair rail a banner, which had been captured from the 39th New York at Fair Oaks. Afterward, when it became noised about that this banner had been recovered from Richmond, the 39th at first claimed that it never was captured, accounting for its disappearance by saying it had been buried with the color sergeant who was killed while carrying it.

"Securing the old 39th New York banner in the statehouse, Cosgrove left the building and saw the streets rapidly filling with troops. He had wrapped the banner around his body under his blouse to hide it from the eyes of officers, but was later forced to give it up. He turned it over to Captain William S. Hubbell of the 40th, who for a long time used it as a window curtain. Twelve years ago, according to a very kind letter from Captain Hubbell to Mr. Cosgrove, the banner was loaned for exhibition to a G. A. R. fair in Buffalo."

It is a generally accepted fact that Captain Warren M. Kelley of Company B, Tenth New Hampshire Volunteers, was

in command of the first organized body of troops that marched into the Confederate capital on the morning of April 3. His orders were to advance at early dawn, and at 4 o'clock he had his skirmish line in motion toward the city. He was placed in charge of two hundred men detailed from the Tenth and Twelfth New Hampshire, Ninth Vermont, Fifth Maryland, Ninety-Sixth and One Hundred and Eighteenth New York regiments. The city was eight miles distant, and much of the way was covered in the "double quick." They entered the city at the suburb known as Rocketts and marched up the street, where they saw several negroes endeavoring to unfurl the Stars and Stripes, which a Richmond woman had preserved throughout the war. Under command of Captain Kelley the flag was raised over a house, and cheered by his men as it floated to the breeze. Undoubtedly this was the first flag unfurled after the Union troops entered the city.

Captain Kelley said there was no other organized force of the Union army then in the city, but in giving an account of his entry into the capital, he said that shortly after his arrival he saw a few scattered Union cavalymen riding hurriedly through the streets. Captain Kelley promptly marched his command to a point near the house recently occupied by President Davis.

The Richmond *Whig* of that day, in its account of the occupation of the city, by the Union army, said:

"Captain Kelley ordered his line of skirmishers through several of the streets of the city, and halted in front of the Jeff Davis mansion, and by direction of the staff officers divided his command into squads and patrolled the city until relieved by the arrival of other troops."

Lieutenant Royal B. Prescott, Company C, Thirteenth New Hampshire Regiment, who was in command of the First Brigade pickets and vedettes stationed in front of Richmond on that morning, while marching his men toward the city, halted near Gillie's Creek, where he met, between 6.30 and 7 o'clock, Mayor Mayo of Richmond coming out of the city

in a carriage, and was tendered the surrender of the city which he declined and referred the Mayor to General Weitzel just then approaching in the turnpike. General Weitzel received the surrender of the city, and then the pickets under command of Lieutenant Prescott moved up the streets direct to Capitol Square, arriving there at 7.20 o'clock, as set down in his diary at the time, having entered the city nearly two hours before the formal entry of the First Brigade led by the Thirteenth Regiment.

Lieutenant Prescott is quoted by S. Millett Thompson in his "History of the Thirteenth New Hampshire Volunteers" as follows:

"There was no flag visible on the roof of the Capitol when I entered the grounds, from the point where I entered them—the southwest corner; and there was no flag whatever then on the tall staff on the roof; but within a few moments a flag was run up on the Capitol. It suddenly appeared on the flagstaff on the roof, and immediately afterwards I had a conversation with the man who hoisted it, and took down his name and residence. He was a light colored boy, apparently about seventeen years of age, and he gave me his name as Richard G. Forrester, living at the corner of College and Marshall streets. He was in no way connected with the Union army. He stated to me that when the State of Virginia passed the Ordinance of Secession, he was a page, or errand boy, employed in the Capitol. The Secessionists then tore down the very flag, which he had just now re-hoisted on the Capitol, and threw it among some rubbish under the eaves, or roof, in the top of the building. At the first convenient opportunity afterwards he rolled this flag in a bundle, so that he could remove it undiscovered, carried it to his home and placed it in his bed, where he had slept on it nightly since that time. This morning, he said, as soon as he dared after the Confederates left the city, and—as he put it—'When I saw you 'uns comin',—he drew this old flag from its hiding-place, ran to the Capitol with it, mounted to the top, and run this flag up on the flagstaff, whence the Confederate flag had been so lately removed; and this, he claimed, was the first flag hoisted in Richmond after its evacuation by the Confederates.



"After talking with him, I went up through every room in the Capitol and found it entirely deserted, not a person to be seen in it."

In 1864 Major Albert F. Ray was appointed to the command of the Fourth Massachusetts Cavalry, and in the following year, when the Union forces began operations about Richmond, he was attached to the headquarters of General Weitzel.

Some years ago a letter written by Mrs. Pickett, widow of General Pickett, who led the famous charge at Gettysburg, and addressed to Hosea B. Carter of Concord, New Hampshire, was sent by him to Major Ray, then a resident of Haverhill, Massachusetts.

The letter says the writer was living in Richmond at the time of its surrender, and she, with others, anxiously awaited the appearance of the Union troops. When the boys in blue arrived Mrs. Pickett first saw the guidons of the Fourth Massachusetts Cavalry, which was the first to enter, and she recognized some of the officers of the command.

Major Ray's story of his entrance into the Confederate capital is told in the *New York Sun* of June 18, 1899, in these words:

"On April 3, the day after the Confederates evacuated the city, I was ordered by Gen. Weitzel to enter Richmond with two companies of cavalry. I was the senior Captain of the two companies and was in command, although Major Stevens, who accompanied us, received the surrender of the city from Mayor Mayo, being the ranking officer.<sup>1</sup> Captain William H. Percy of California was in immediate command of the second company of cavalry. When our command entered the city the Confederate forces had not entirely left, and there were also many guerrillas, who caused my men much trouble. At this time the Confederates were leaving over the Mayo bridge, at the other end of the city. After entering the city we proceeded directly to the Capitol, the cavalymen being

<sup>1</sup> S. Millett Thompson's "History of the Thirteenth New Hampshire Volunteers," says the Mayor on his way from the city had already passed Lieutenant Prescott before meeting Major Stevens.

very enthusiastic, and they at once took their company guidons and hung them from the highest windows of the building. The Confederate flag had been hauled down, and was later found by some of the men jammed in a barrel in one of the attic rooms of the Capitol."

The flag mentioned was undoubtedly the one raised by young Forrester, which was probably some modification of the Stars and Stripes. Several pieces of this flag are still in existence and are known as parts of the Confederate flag hauled down from the Confederate Capitol on April 3, 1865.

General Weitzel entered the city at 8 o'clock as shown by the following telegram :

"RICHMOND, VA., April 3, 1865.

"HONORABLE EDWIN M. STANTON,

"*Secretary of War,*

"We entered Richmond at eight o'clock this morning.

"G. WEITZEL,

"*Brigadier General Commanding.*"

The original message is now in the possession of Edmund Kendall of Manchester, New Hampshire, who was in the signal corps service and one of the flag men who helped to start the message on its journey.

After entering the city, General Weitzel hurried to the city hall where he met Mayor Mayo, and at 8.15 o'clock a more formal surrender of the city was consummated.

To the Thirteenth New Hampshire belongs the honor of being the first regiment whose colors were brought into Richmond. This regiment led the First Brigade, which reached Capitol Square about 8.30 o'clock.

An eye-witness states, that while marching into the city the First Brigade was greeted from balconies, windows and house tops with the waving of the Old Flag, and the troops cheered whenever one was displayed. The multitude of little United States flags was most surprising; hundreds of them not more than a foot long, and many wrought on silk, were fluttering along the streets.

The first Stars and Stripes raised over the Capitol was placed there by Lieutenant Johnson L. de Peyster, with the assistance of Captain Loomis L. Langdon, chief of artillery. Lieutenant de Peyster was a member of one of the oldest families of colonial New York, and then about eighteen years old. He was on the staff of General Weitzel, and started from his headquarters at six o'clock, following the cavalry into Richmond. On the arrival of Lieutenant de Peyster and Captain Langdon at the Capitol, they sprang from their horses and rushed up to the roof, where they hoisted the flag. They found four flags in the Capitol, three Confederate and one Union, which were later presented to General Weitzel. Flying from the building were the two guidons of Companies E and H, Fourth Massachusetts Cavalry, placed there by Major Stevens and Major Graves, which they took down and returned to the companies owning them.

The Stars and Stripes raised over the Capitol was a storm flag that formerly belonged to the Twelfth Regiment of Maine Volunteers, of which General George F. Shepley had been colonel, and was then at Richmond with the Twenty-fifth Army Corps. This flag had seen active service in New Orleans, when General Shepley was military governor of that city. Some time before the movement on Richmond, General Shepley made a wager that some day or other this flag should wave over the Capitol of the Confederacy, and to win that wager it had been intrusted to Lieutenant de Peyster on his promise to care for it, and "to raise it on the flagstaff of the Capitol." The flag was presented to General Weitzel.

Mr. Fred Cotton, who was on the gunboat *Clinton*, which was anchored in the James River on that day, was the first to raise a flag in Richmond from the water-side, but on account of a freshet the landing of the gunboat was not effected until some time after the entrance of the Union soldiers into the city. This was the boat's flag of the regulation design with thirteen stars, and is now in the possession of Mr. Cotton, whose home is in Dedham, Massachusetts.

Following the fall of Richmond, Lee fled to Lynchburg,

where sorely-needed supplies for his army were stored, which he was prevented from reaching by Sheridan, who resisted the advance of his army on the 8th of April at the town of Appomattox Court House. With Grant in pursuit Lee was forced to surrender. In the meantime he had sent a note to Grant asking for an interview, with a view to peace, at 10 A. M. on the 9th. Grant replied, saying that he had no authority to make peace, and urging surrender. The meeting took place at Appomattox Court House about 2 P. M., April 9, 1865, which resulted in a surrender, "each officer and man to be allowed to return to his home, not to be disturbed by United States authority so long as they observe their paroles and the laws in force where they may reside."

The conference was held in a house belonging to William McLean, and there the surrender took place, and not under an apple tree, as has been the widespread belief. The late General J. B. Gordon, of the Confederate army, who was present in the room when the formal surrender took place, said, "The only connection of the surrender with the apple tree is the fact that General Lee and General Grant met there for a few moments and agreed upon the place for formal meeting."

As the men in gray surrendered their arms and colors many pathetic scenes were witnessed. One of the most impressive is described in these words in the "Personal Reminiscences of General Robert E. Lee":

"A gallant color bearer, as he delivered up the tattered remnant of his flag, burst into tears and said to the Federal soldiers who received it: 'Boys, this is not the first time you have seen that flag. I have borne it in the front of the battle on many a victorious field, and I had rather die than surrender it now.' 'Brave fellow,' said General Chamberlain, of Maine, 'I admire your noble spirit, and only regret that I have not the authority to bid you keep your flag and carry it home as a precious heirloom.'"

This incident was revived in August, 1901, by the request in a letter from a North Carolina gentleman to General Chamberlain, asking for information as to the exact words he used.

The following paragraphs are from General Chamberlain's response to that letter, which was published in the *New York Sun* of August 6, 1901:

"I thank you with peculiar pleasure for your fine and appreciative letter and the reference therein to some notice of a simple act of mine at the surrender of Lee's army. I had not supposed that anybody remembered or cared what I said on the occasion referred to. I remember it well; for it was the last flag surrendered there, and it came in, borne by a little remnant of a regiment which had recently been, I think, acting as a headquarters guard, and therefore came in late in the ceremony, after being relieved from that detail. The poor fellows — or I would rather say, the noble fellows — clung to that old flag, battle-smoked and blood-stained, as if it were dearer than life to them — dear as manhood and honor. I felt their feeling and said to them something like what you have quoted.

"You may not know that in forming my lines to receive the surrender of the arms and colors, I had given instructions for the regiments successively, as the respective Confederate commanders and divisions were passing our front to form for this last act in arms, to come to the 'carry' of the manual (then called the 'shoulder') in token of respect for brave men, and in a deep sense, comrades; and this being done was responded to in a like manner by the passing column. Was not this a grand feature of this last meeting in arms of two historic armies?"

On the 13th of the same month the *New York Sun* published the following:

**"THE INCIDENT AT APPOMATTOX**

**"A SOUTHERN NEWSPAPER ON GEN. JOSHUA L. CHAMBERLAIN'S LETTER**

("From the *New Orleans Times-Democrat*.)

"It is impossible for any American of the Southern States to read these words of General Chamberlain's and not feel a peculiar sense of affection and admiration for the great and good men who directed the war from the Federal side, who fought like tigers, and were ready to die without a murmur so long as the conflict lasted, and who, when the struggle ended, were as magnanimous and as

gentle and as considerate as they had been determined and valiant. The more one reflects upon the disposition and temper and character of the really great actors on both sides, the more surely one feels that our present union and our fraternal relations were cemented not by the postprandial speeches and flamboyant declarations of latter-day politicians, but by the men in Blue and the men in Gray, who met face to face in the shock of battle. From Grant and Lee all the way down to the private in the ranks, there came, at the close of the war, thoughts and words and acts that insured beyond a shadow of doubt the perpetuity of the 'indissoluble union of indestructible States.' On that roll of honor, luminous with Federal and Confederate commanders, the name of General Joshua L. Chamberlain, of Maine, shines in undiminished beauty."

The end of the war was commemorated in a grand review of the armies by President Johnson, his Cabinet, and other high officials at Washington.

A historian, in writing of the review some years afterward, states, that to behold this spectacle men had come from every part of the North. Fathers had brought their sons to witness the historical pageant, while historians, poets, novelists, and painters thronged to see the unparalleled sight, and there to gather material for their future works. In that great display were to march heroes whose names will live while history endures.

The armies of Grant, Sherman, Sheridan, and Meade marched from the Capitol to the White House. On May 23, the Army of the Potomac, led by General Meade, passed in review, it occupying six hours in passing the reviewing stand. The next day General Sherman led the parade of the army that marched "from Atlanta to the sea." On June 8, the Sixth Corps, Army of the Potomac, was reviewed by President Johnson, General Meade, and other officials.

The first flag, of American bunting, was raised over the National Capitol in 1866. Until the close of the Civil War, all our bunting flags were made from foreign material. Bunting had been made as early as 1838, at Saxonville, Massachusetts, but it was not of suitable quality for flag making.

In 1865, Congress put a duty of forty percent. on bunting, and in the same year, authorized the purchase of the domestic fabric for the navy in place of the foreign product. Encouraged by the protection that had been placed upon this textile, its manufacture was begun by General B. F. Butler and his associates at Lowell, Massachusetts, under the corporate name of the United States Bunting Company. On February 24, 1866, the first Stars and Stripes, made of American bunting, was hoisted over the Capitol at Washington. The *Philadelphia Press* of February 23, 1866, gave the appended account of that event:

“On the 21st of February, 1866, the Honorable Benjamin F. Butler, of Massachusetts, introduced to the officers of the Senate, Mr. D. W. C. Farrington, agent of the United States Bunting Company at Lowell, Massachusetts, who presented to them, for the use of the Senate, a flag manufactured by that company, twenty-one feet fly by twelve feet hoist. It is believed to be the first real American flag ever raised over the Capitol of the United States. Heretofore all our flags have been manufactured from English bunting, and every effort made to substitute a domestic texture capable of resisting the wind and air has signally failed. General Butler having ascertained this fact at the Navy Department, and having an interest in the United States Bunting Company in his own town, informed Captain Fox that he believed that that company had produced a fabric that would be superior to the foreign article. A test was accordingly ordered by the Navy Department, fully realizing the confident anticipations of General Butler, and proving the American bunting to be better in color and in quality than the English product. The General wrote to the secretary of the Senate for authority to make a present of one of these flags, to be raised over that body. That officer having consulted Mr. Forster, president *pro tempore*, the General's proposition was accepted, and to-day the flag was placed in the hands of the sergeant-at-arms. To-morrow morning it will be hoisted to the senatorial flagstaff, and unfurled to the breeze.”

Midway or Brooks Islands were discovered by Captain N. C. Brooks in the *Gambier*, July 5, 1859, and taken possession of

for the United States. In September, 1867, Captain William Reynolds, United States Navy, raised the Stars and Stripes over the Midway Islands, under a national salute from the United States ship *Lackawanna*. He gave the islands the appropriate name they now bear. These islands are close to the 180th meridian, the international date line, almost equidistant from San Francisco and Yokohama and about midway between Behring Strait and Australia.

Alaska was obtained from Russia by a treaty of purchase, which was signed March 30, 1867, and proclaimed on the 30th of the following June. By this treaty Russia yielded to the United States all her possessions on the continent of America and adjacent islands. The formal transfer took place at Sitka on the 18th of October, 1867. The American flag used on that occasion was returned to the State Department, Washington, where it is carefully preserved.

When Lee surrendered to Grant on that April morning at Appomattox, the doctrine of secession met its death, a fate that was accepted by the men who had contended for what they believed to be a constitutional right. When the Confederate soldier buttoned his parole in his faded gray jacket, and, as he has been pictured by the son of a Confederate soldier, "surrendered his gun, wrung the hands of his comrades in silence and, lifting his tear-stained and pallid face for the last time to the graves that dot the old Virginia hills, began the slow and painful homeward journey," he knew that his flag had been furled forever, and thenceforth he was to live under the emblem of a preserved Union, with a renewed loyalty to the government of all the States, which he honestly resolved to maintain.<sup>1</sup>

There were many people in the North who did not believe that the South had accepted the verdict of the battlefield, but that they had an undying hate for the flag of the Union. Their disloyalty was frequently and loudly asserted.

Gilbert H. Bates, who had served in the Union army as sergeant of the First Wisconsin Heavy Artillery, firmly believed

<sup>1</sup> From an article published in the New Orleans *Times-Democrat*, in May, 1903.



that the Southern people had fully given up their cause, and sincerely resolved, in future, to be true to the government and the flag.

In November, 1867, he was conversing with a man at Edgerton, Rock County, Wisconsin, about the condition of affairs at the South, who remarked: "Sergeant, the Southerners are rebels yet. They are worse now than they were during the war. They hate the Union flag. No man dare show that flag anywhere in the South, except in the presence of our soldiers." To this Bates replied: "You are mistaken; I can carry that flag myself from the Mississippi all over the rebel States, alone and unarmed, too." The man exclaimed: "It is an absurdity. They would cut your heart out before you could get ten miles from Vicksburg, and your flag would be torn in pieces and trampled in the dust." Bates responded: "Sir, this is not so; it cannot be so. But these words of yours express the sentiments of thousands in this State and all through the North. They do a great wrong. I am sure such sentiments have no foundation, and I can prove it to you and everybody else. The Southern people are just as willing to live in the Union as we are." The man scouted the idea; but Bates persisted.

It was finally agreed between them that, if Bates carried the flag through from Vicksburg to Washington on or before the 4th day of July, 1868, travelling alone, without money, without any weapon or escort, walking in the daytime, this man was to pay him one dollar a day while he was engaged in the undertaking. If he failed or was compelled to return, he was to get nothing for his trouble.

Sergeant Bates left his home on the 14th of January, 1868, to fulfil his undertaking. When he reached Vicksburg every man, woman and child knew of his purpose to prove that the Southern people revered the flag, and great curiosity was manifested to see the man who was willing to attempt the proof. The ladies of Vicksburg, whose hands had made Confederate flags during the war, kindly volunteered to make the Stars and Stripes for him.

With this flag unfurled, he left Vicksburg on the 28th of January, passed through the States of Mississippi, Alabama, Georgia, South Carolina, North Carolina, and Virginia, and reached Washington on the 14th of April, 1868, the anniversary of the evacuation of Fort Sumter; but what a change had been wrought during the intervening years.

He had carried the flag over fourteen hundred miles through the heart of the Southern country, and it had been cheered by millions of people. He was received with cordiality everywhere on his journey, and there were evidences on every hand that the Southern people had resumed their affection for the Stars and Stripes. He had proved his claim as to the loyalty of the Southern people to the government and the flag.

The American flag was raised on Mount Baker in August, 1868. Mr. Edmund T. Coleman, Mr. Thomas Stratton, inspector of customs at Port Townsend, Washington Territory, Messrs. Oglivy and Tennant, of Victoria, and four trusty Indians started from Victoria, Vancouver's Island, for the purpose of ascending Mount Baker of the Cascade Mountain range, in what is now the State of Washington. On the 16th of August, after incredible difficulties, the party reached the summit of the mountain, which had never before been trod by the foot of man, and there planted the Stars and Stripes, which had been prepared for the express purpose by Mrs. Frontin. The peak was named after General Grant. The flag was left flying, and before leaving Stratton deposited a piece of copper, with the names of the party upon it, at the foot of the flagstaff.

The flag was raised on the continental divide in 1869. The last tie connecting the Union Pacific and the Central Pacific railroads was laid on the 10th of May, of that year. The tie was made of laurel wood brightly polished, its ends bound with silver bands. The spikes were three in number. One of solid gold was furnished by California; another of solid silver came from Nebraska; and a third, composed of gold, silver, and iron was sent by citizens of Arizona. The

wires of the telegraph had been connected with the sledge by which the last spike was driven, and the intelligence that the connection had been effected was thus simultaneously flashed to the Atlantic and to the Pacific.

The ceremony of laying the last tie and driving the last spike took place in a valley near the head of the Great Salt Lake, in Utah, in the presence of many hundred people of various nationalities.

Upon the suggestion of Captain Clayton, who had superintended the laying of a track from the commencement, to commemorate the completion of the railroad, the national flag was planted two days afterward on the continental divide. The spot selected for the raising of the Stars and Stripes, which is said to be the true continental summit, is at a point about seven hundred and twenty-five miles from Omaha, Nebraska. Captain Clayton dug the hole for the staff, and the raising of the flag by his wife was attended with religious ceremonies and the delivery of appropriate addresses by General Estabrook, of Omaha, and other prominent gentlemen.

Stanley carried the Stars and Stripes into Africa in his search for Dr. David Livingstone. In 1869, after a long journey, which Livingstone began four years before, nothing definite had been heard from him in many months, and there were repeated rumors of his murder. The interest in him was so widespread and deep that James Gordon Bennett, of the *New York Herald*, decided to send an expedition in search of Livingstone.

In October, 1869, he summoned from Spain to Paris Henry M. Stanley, who had been associated with the *Herald* as a reporter and correspondent, and commissioned him to lead the search for Livingstone.

In January, 1871, Stanley landed at Zanzibar and there organized his expedition, and with a company of one hundred and ninety-two men set out in March for the interior of Africa. On the first of November he received news of Livingstone, and learned that he had just arrived at Ujiji,

on Lake Tanganyika. He set out for that village, and just before reaching it the Stars and Stripes was unfurled, and with the American flag floating to the breeze he met Livingstone on the 10th of November. He remained with Livingstone, whom he found in a destitute condition, until March, 1872, when he turned back, and Livingstone went ahead on the journey from which he never returned.

When Stanley reached England in July, 1872, he was received with distinguished honor. Soon after Livingstone's death Stanley took up the task he had laid down, and conducted several expeditions into the interior of Africa, which resulted in some of the most important discoveries. As an African explorer his distinction is second to that of Livingstone, whose rescue has given him lasting fame. He died in London, on May 10, 1904.

Our flag was raised on the Andes in 1873. On Independence Day of that year, on a summit of the Andes, 17,574 feet above the sea level, a party of American engineers, who were pioneering the Oroya Railroad from Lima across the mountains, gathered to celebrate the birthday of the Republic. There they raised our national emblem, standing in snow knee-deep. The mountain was christened "Mount Meiggs" in honor of Henry Meiggs, Esq., a native of New York State, who was building the road for the Peruvian government. Among the Americans present were Dr. E. L. Bissell, of Connecticut, A. F. Goldsmith, of New Hampshire, and H. M. Smith, of Springfield, Massachusetts.

Once in the history of our nation has a ship flying the Stars and Stripes been captured by a Spanish war-steamer. The seizure of the noted *Virginus*, a United States ship, flying the Stars and Stripes, by the Spanish man-of-war *Tornado*, as a filibuster, caused great excitement throughout the United States. Under command of Captain Fry she sailed from Kingston, Jamaica, October 23, 1873, on an expedition for the relief of Cuba, then engaged in a war for independence, and was captured on the 31st. She was carried into Santiago de Cuba, where the whole company of

passengers and crew, to the number of one hundred and fifty one, were courtmartialled by General Burriel, and condemned as pirates. The captain and thirty-six of the crew, besides eighteen passengers, were shot between the 4th and 8th of November, when the British man-of-war *Niobe* steamed into port, and her commander, Sir Lambton Lorraine, interposed to arrest the slaughter.

Secretary of State Hamilton Fish requested General Daniel E. Sickles, United States minister at Madrid, to protest against the act as brutal and barbarous, and demand ample reparation. The protest was rejected by the Spanish minister of state, and war between the two countries looked imminent; but soon a reconsideration of the decision was proposed, and the Spanish government agreed to the American demand that the *Virginus* be surrendered.

She was turned over to Lieutenant-Commander David C. Woodrow, United States Navy, who was sent to Santiago in command of a cutter to tow her home, and when off Charleston, South Carolina, the *Virginus* sprung a leak and sank. Her loss ended the controversy.

The American flag was raised in the interior of China in 1877. The United States established, under the recent treaty of Chefoo, a consulate at I-ching, an important city in the province of Hoo-pih, China, one thousand miles from the sea. On the 15th of March, the United States steamer *Monocacy*, sailed from Hankow up the Yang-tsze-Kiang River to I-ching. Subjoined are extracts from a diary kept on board the *Monocacy*.

"March 19, 1877. Reached Sunday Island, two hundred and fifty miles above Hankow. The English gunboat was at anchor here, bound down river, having failed to reach I-ching."

"April 1. Anchored off I-ching."

"April 5. The formal opening of I-ching took place. Commander Jo. Fyfe, United States Navy, General Sheppard, United States consul at Hankow, and a party of officers from the *Monocacy* went on shore, and were met by the Taotai of I-ching, and other Chinese officials. At 11.45 A. M. the American flag was hoisted

over the newly established consulate, being the first foreign ensign raised thus far in the interior of China. As the flag touched the head of the staff, the *Monocacy* saluted the flag, while the band on shore hailed the Stars and Stripes with the air of the national song."

For many years it was a rare occurrence to see the Stars and Stripes floating above an American legation or consulate. It was only in a very few instances that the official had a flag, and if he was fortunate enough to possess one, it usually presented such a begrimed and bedraggled appearance as to shed but little glory upon the country he represented.

The custom which has prevailed for a number of years, of displaying the American flag over legations and consulates, on our national holidays and during public ceremonies of the country to which the representative of our government is accredited, is due to the Honorable William W. Thomas, Jr., minister at Stockholm, Sweden.

He was the first foreign minister to hoist the flag of his country at Stockholm, and relative to that initiative he writes these words:

"On taking possession of the archives and property of the United States at Stockholm, I was surprised to find there was no American flag there. Talking with my colleagues, the Ministers of other countries, I was informed that no foreign Minister at Stockholm ever hoisted his country's flag, and that to do so would be considered a breach of diplomatic etiquette.

"What was I to do? I did not wish to offend my good friends, the Swedes; that was the last thing a Minister should be guilty of. And I certainly did not want to see an American holiday go by without hoisting the American flag from the American legation. The question troubled me a great deal.

"All at once a thought seized me, like an inspiration. I sent to America for a flag. I procured flag-staff and halyards, and from my own drawings I had carved an American eagle, which was gilded and perched on top of the flag pole. Flag, eagle, and staff I concealed in the legation, and bided my time.

"Undoubtedly the greatest character Sweden has ever produced

is Gustavus Adolphus. His life and deeds belong not to Sweden alone, but to the world. Well, when the anniversary of the death and victory of this great captain of the Swedish host came round — the 6th of November, 1883 — and when the great choral societies of Stockholm, bearing banners and followed by vast multitudes of the Swedish populace, marched through the streets of Sweden's capital, and gathered about the mausoleum on the Island of Knights, where lies the mighty dead, sang paeans in his praise, then it happened, somehow, that, regardless of precedent or custom, the flag of this free republic — aye! flag, flag-staff, golden eagle, and all — was run out from the American legation; and the starry banner of America waved in unison with the yellow cross of Sweden, in honor of the mightiest warrior for the freedom of our faith.

"This act was everywhere approved in Sweden. It was praised by both the people and the press. After this, it may well be believed, the flag of America floated unchallenged in the capital of Northland. It waved on high on the birthday of Washington, on that memorial day when we decorate the graves of our brave boys in blue, who saved the Union, and on the Fourth of July, that gave the republic birth. But I hoisted our flag impartially, on Swedish holidays as well as our own; and the Stars and Stripes floated out as proudly on the birthday of King Oscar as on that of Washington."<sup>1</sup>

This display inaugurated a custom that was soon taken up by our representatives in other foreign countries.

In the summer of 1870, Mr. Thomas had led a Swedish colony of fifty men, women, and children from their native country to the wilds of Aroostook County, Maine. He had conceived the idea of founding a new home for the Swedes in the primeval forests of the Pine Tree State, and when the immigrants left Gothenberg for America, he came with them. The colony landed at Halifax, and when they passed over the border from Canada into Maine, on the 22d of July, he hoisted the American flag over the first covered carriage of the caravan, which carriage contained the women and children of the party. With the flag flying at the fore, the little colony

<sup>1</sup> "Sweden and the Swedes," published by Rand, McNally & Company, in 1892.

wound its way up the valley of the Aroostook River to their new home, "New Sweden," and there the Stars and Stripes has flown ever since. This settlement now numbers over two thousand Swedes.

On the 25th of January, 1898 the United States battleship *Maine* was ordered to Havana Harbor, on a peaceful mission, by the authority of the United States, and on the 15th of February, 1898, the vessel was blown up by a submarine mine, two hundred and sixty-six sailors losing their lives.

Captain Charles D. Sigsbee of the *Maine*, who was in his cabin, just closing a letter to his family as the vessel was blown up at 9.40 P. M., in his history of the explosion, says :

"Although the war which followed was not founded on the destruction of the *Maine*, as a political cause, that disaster was the pivotal event of the conflict which led to it, and ended Spanish possessions in the new world."

Concerning the flag of the *Maine*, Commander Wainwright writes :

"The National ensign was hoisted on the *Maine* the day after she was blown up, and was kept at half mast both day and night from that time until I left Havana. The flag belonged, I believe, to the *Fern* and was hauled down by order of Commander Cowles, commanding the *Fern*, when the wreck was abandoned."

On April 19, 1898, the Cuban intervention resolutions were passed by Congress and signed by President McKinley the following day, and our ultimatum was immediately cabled to Spain. Five days after Congress passed an act declaring that war had existed since April 21.

The first American flag raised on Cuban soil during the war was hoisted by Colonel Huntington's marines, who landed at Guantanamo, on the 10th of June.

Captain Henry Glass, United States Navy, commanding the cruiser *Charleston*, which was conveying to Manila the army transports *City of Pekin*, *Australia*, and *City of Sidney*, sailed into the harbor of San Luis d'Apra, Island of Guam, on the 21st



of June, 1898, and took possession. Don José Marina, the Spanish governor, expressed regret because he had no powder to return his visitors' kind salute. The governor did not know that hostilities had commenced between the United States and Spain. The Spanish flag was lowered and the American emblem was hoisted at about 2 P. M. that afternoon.

On the 22d of June the "Rough Riders" flag, which belonged to the First United States Volunteer Cavalry, was raised at Daiquiri. This was the first United States army flag raised over Cuba.

The First United States Volunteer Cavalry, which gained enduring fame in the Spanish-American War, was among the very first of the volunteer regiments to spring into being after the call to arms in April, 1898. This extraordinary regiment of cowboys, college athletes, New York policemen, artists, actors, clubmen and Indians, many of whom were famous dead shots, was organized with Leonard Wood as colonel and Theodore Roosevelt, now President of the nation, as lieutenant-colonel. The latter, who had resigned the assistant secretaryship of the navy, to don the khaki of the volunteer soldier, succeeded to the command shortly after the regiment had invaded Cuban soil.

The regiment was at first called "Roosevelt's Rough Riders," which name, to accord with its varying fortunes, was changed to "Sammy Young's Horse Marines" and at last to "Wood's Weary Walkers."

The appended information relative to the flag of this regiment is contributed by James McClintock, late Captain First United States Volunteer Cavalry, of Phoenix, Arizona.

In the office of the governor of Arizona, in a deep, oblong, glass-doored box is a draped American flag. In its folds are rents and holes. It is not handsome, yet it is held by the governor in trust as one of the most valuable of the treasures of Arizona. It is the Rough Riders' flag, the first raised by American soldiers on the shores of Cuba in the war with Spain.

It is understood that the first organized body of troops to depart for a rendezvous at the outbreak of the war was a detachment of men who left Phoenix for Whipple Barracks, April 27, 1898, under Captain McClintock. The next day the fact that the organization had no flag was noted by a number of women of the relief corps attached to the local post of the Grand Army of the Republic.

They searched the city for silk of the proper colors and quality, met at the home of one of their number and spent almost the whole night in needlework, never stopping until the flag was done and the scissored stars had all been sewn on. As no cord could be found, the top of the staff was decorated with tricolored satin ribbons. The next day the flag was taken to Prescott and presented by Governor McCord to the Arizona Rough Rider squadron of two hundred men.

The War Department had neglected to furnish the usual complement of flags for the regiment, so at San Antonio and in the camp at Tampa the Arizona flag was carried in the parades and was displayed before the tent of Colonel Wood, commanding at Daiquiri. In one of the first boats to land troops was the flag of the Rough Riders. It was displayed over a Spanish blockhouse on a hill to the right of the landing place as a signal that the landing had been effected successfully. The party that climbed the hill and hoisted the flag included Surgeon-Major of the regiment, Dr. LaMotte, Color Sergeant Wright, of Arizona, and Chief Trumpeter Platt.

The Rough Riders were on the transport *Yucatan*, close to the shore. An Arizona captain had seen the small party winding up the path to the top of the hill and first noted the raising of the flag. As the wind caught its folds he snatched up a field glass and saw the streaming ribbons, then threw his hat to the deck, jumped to the top of the bulwark and yelled :

“Howl, ye Arizona men—it’s our flag up there !”

And the men howled as only Arizona cowboys could. Some one on the hurricane deck grabbed the whistle cord and tied it down, the band of the Second Infantry whicked

up instruments and played "A Hot Time" on the inspiration of the moment, and every man who had a revolver emptied it over the side. Almost in an instant every whistle of the fifty transports and supply vessels in the harbor took up the note of rejoicing. Twenty thousand men were cheering. A dozen bands increased the din. Then the guns of the war-ships on the flanks joined in a mighty salute to the flag of the nation. And the flag was the flag of the Arizona squadron. The Arizona flag led the regiment in the fight of Las Guasimas, where three thousand intrenched Spaniards were driven back by nine hundred unmounted cavalry; it was at the front all through the heat of the battles of Kettle Hill and San Juan Hill; it waved over the trenches before Santiago, and was later borne through the captured city to the transport.

A fleet of American vessels sailed from Guantanamo, Cuba, on the 21st of July, 1898, for Porto Rico, and reached Guanica on the 25th. The Spaniards withdrew from the town, offering little or no opposition to the entrance of the United States forces. Over the eastern end of the beach flew a faded flag, which was emblematical of the waning power of Spain. The Spanish flag was hauled down and the American flag raised in its place.

At noon on October 18, the Stars and Stripes was hoisted at San Juan, and with that the United States forces secured complete control of Porto Rico.

On the 25th of April, 1898, Commodore (now Admiral) George Dewey withdrew his squadron from the harbor of Hong Kong; two days after he sailed from Mirs Bay for the Philippines, and arrived off the entrance to Manila Bay on the 30th of April. The squadron entered the bay at 11.30 P. M., and on the following morning the memorable battle was fought which resulted in the destruction of the Spanish fleet.

On the 3d of May, the Spanish forces evacuated the Cavite arsenal and the United States troops took possession. On the same day the batteries on Corregidor Island surrendered, and by order of the governor-general of the island the Spanish flag was lowered at sunset.

On the 18th of August, 1898, the city of Manila surrendered to Rear-Admiral George Dewey and Major-General Wesley Merritt. Lieutenant T. M. Brumby, Admiral Dewey's flag officer, hauled down the Spanish flag over Port Santiago and raised the Stars and Stripes in its place.

Some officers and men of the second Philippines expedition landed on Wake Island on July 4, 1898, and celebrated the day by raising the American flag over this little group, which is isolated by hundreds of miles of sea from all other Pacific lands, it being crossed by 170° west longitude and 20° north latitude. It was taken possession of January 17, 1899, by Commander E. D. Taussing, United States Navy, in the United States ship *Bennington*.

The Hawaiian Islands became a part of the United States during the Spanish-American War. The formal annexation of the Republic to the United States took place at Honolulu on August 12, 1898. The change of sovereignty was attended with elaborate ceremony, and a large number had gathered at the Executive Building at 11:30 o'clock, when the Hawaiian flag was slowly lowered and then the American flag ascended the flagstaff on the central tower of the Executive Building. For the second time a republic had joined the greater republic.

By the treaty of peace with Spain, December 10, 1898, the sovereignty of Cuba passed to the United States, and this epoch-making act took place at Havana, Sunday noon, January 1, 1899.

At the hour named the Spanish flag was hauled down and the Stars and Stripes raised in its place, on the flagstaff on the palace roof. National salutes were fired from the fleet and the fortress before and after the change of flags, and the raising of the American flag was greeted with cheers by the people, who had gathered on the roofs of the buildings around the palace and in the plaza. The form of the transfer was simple, consisting only of an exchange of speeches between Captain-General Castellanos and Major-General John R. Brooke, governor of Cuba, in the saloon of the palace.

Immediately following the raising of the American flag over the palace, the Stars and Stripes was hoisted on all other official staffs in Havana.

Lieutenant Lee, son of Major-General Lee, hoisted the flag over Cabanas fortress. There was no Spanish flag flying there when he, with a party of officers from the United States cruiser *Brooklyn*, entered the fortress. At Morro castle the Spanish flag was hauled down by Quartermaster-Sergeant Merseig, amid the cheers of the spectators, and the Stars and Stripes was raised by Lieutenant Wade, son of Major-General Wade. Lieutenant Wade was refused possession of the Spanish flag, the Spanish officers saying they must take it with them.

A very large American flag was raised over the arsenal. A flag of immense dimensions had been made for a patriotic gentleman of New York City, especially for display on the day of the transfer of sovereignty. It is 120 feet in length and 48 feet and 4 inches in width. Its large size required special bunting. The stripes are 40 inches wide and the canton is 40 feet in length and covers the space of seven stripes as the army regulations require. From point to point each star measures 14 inches and the forty-five stars are arranged in the regulation alternating rows of seven and eight. This is one of the largest American flags ever made.

Every man in the last company of the One Hundred and Sixty-first Indiana Infantry, as he entered Central Park, drew from under his uniform a small Cuban flag and waved it before the assemblage. General Lee ordered the Indianans to put away the flags, which they did. The entire company was put under arrest.

About noon a Cuban produced a spectacular effect by letting loose a big Cuban flag from a kite string high over Morro castle, where it flew all the afternoon. Havana Harbor presented a striking appearance. The Stars and Stripes was conspicuous on the American men-of-war and merchantmen across the bay.

Lieutenant-General Miles, in speaking of this war at Philadelphia, July 4, 1902, said :

"The war was unique in that in two naval battles decisive victories were won with a loss to us of but a single life, while in the many engagements on land not a single color, soldier, rifle or an inch of ground was surrendered to the enemy."

For many years following the Reconstruction period, which succeeded the war between the States, the North and the South had been gradually coming together in closer ties than had ever existed before that great conflict, but from the moment of the blowing up of the *Maine*, the reunion has been complete.

General Joseph Wheeler, who relinquished his seat in Congress to fight for his country in Cuba, and later in the Philippines, once said :

"The greatest ambition of my life has already been realized, as I have seen those who were once Confederate soldiers fight under the Stars and Stripes against foreign foes as soldiers of the United States. The realization of these hopes fills the measures of my desires, and beyond that I have no ambition whatever."

The first American hospital ship to cross the Atlantic was appropriately named *Relief*. It was in service in Cuban waters during the Spanish-American War. Completely equipped with surgeons, nurses, and medical supplies, and flying the flag of the Red Cross, she sailed from New York for Santiago on July 2, 1898, in charge of Major George H. Torrey, of the medical branch of the service, and Captain Harding as her executive officer. She returned to New York August 19, with one hundred and seventy-three sick and wounded soldiers, who were sent to Saint Peter's Hospital and to the Long Island Hospital. She was in service for several months in the West Indian waters.

On March 3, 1899, the *Relief* sailed from New York for Manila, under command of Surgeon-Major Bradley, with a full complement of surgeons and nurses. Special preparations for the care of the sick and wounded at Manila had been made by the medical department of the army, and she carried to General Otis two hundred additional hospital corps men, a

number of acting assistant surgeons, a number of hospital stewards, and a large quantity of medical supplies and delicacies. She reached Port Said, at the mouth of the Suez Canal, on the 19th of March, and arrived at Manila on April 12, 1899. She is the first hospital ship in the world's history to cross the Atlantic and other waters which she sailed in her voyage to Manila.

Tutuila, Manua, and three other islands of the Samoan group came into the possession of the United States as a result of the treaty of November 14, 1899, between Great Britain and Germany, in the terms of which the United States acquiesced. Under the folds of the Stars and Stripes, formal possession of these islands was taken by Captain B. F. Tilley, United States Navy, acting governor for the United States, at Pago Pago, on April 12, 1900.

In 1872 the High Chief of Pago Pago granted to the United States government the exclusive privilege of establishing a naval station in that harbor. By the treaty of January 17, 1878, between the governments of Samoa and the United States, a lease of this naval station was secured and it remained in force until the islands were ceded to the United States.

Believing that the islands of Cagayan-Sulu and Sibutu of the Sulu Archipelago were included in the territory transferred to the United States by Spain by the treaty of December 10, 1898, the American flag was raised over them by order of Rear-Admiral Watson on the 17th of May, 1899. Some time after the American authority had been established, the Spanish government claimed that these islands were not included within the bounds of the territory described in the treaty of December 10, 1898. Following this contention instructions were sent to Rear-Admiral Watson to haul down the American flag from the two islands.

The possession of these islands being desirable, the United States government opened negotiations with the Spanish government for their purchase for \$100,000, and by treaty of November 7, 1900, Spain transferred them to the United

States. The Stars and Stripes was again raised over the islands.

The convention to frame and adopt a constitution for Cuba, delegates to which were elected by the people of the island in September, 1900, met at Havana, November 5, 1900, and continued in session until late in 1901.

The text of the proposed constitution was submitted by the central committee of the convention, January 22, 1901. On February 27, 1901, the convention adopted a series of five declarations defining the relations of Cuba with the United States. The declarations were not acceptable to the United States, and Congress on March 2 adopted an amendment offered by Senator Platt of Connecticut, which was accepted by the convention on June 12.

The convention then drew up an electoral law under which T. Estrada Palma, then a resident of Central Valley, New York, was chosen president on February 24, 1902.

On the morning of the 11th of May, 1902, a large Cuban flag was hoisted over Morro castle, as a signal that the steamer *Juda*, with President-elect Palma and his party on board, had been sighted. This was the first hoisting of the Cuban flag over the famous fortress, and beside it floated the Stars and Stripes from its customary flagstaff. This Cuban flag was the same one which was first raised over the Senate Chamber. Upon the arrival of the *Juda* in the harbor two hours later, this flag was lowered and again raised over the Senate Chamber.

The warships and other vessels in the harbor were decorated for the occasion, and under the Stars and Stripes floating over the wreck of the *Maine*, the Cuban Commission in charge of the festivities had caused a black and white pennant to be placed.

On the 20th of May, 1902, the date named by Governor-General Wood for the transfer of authority to the new Cuban republic, Havana was arrayed like a queen in regal majesty. The decorations were universal; the whole city seemed buried beneath a forest of waving banners. Every residence bore



upon its quaint façade some emblem in honor of the event. Above every red-tiled roof rose a Cuban flag.

The decorations along the water front were exceedingly profuse, and all the shipping in the harbor was dressed in gala attire. The majority of the ships floated the American ensign at the main and the Cuban colors at the fore or mizzen.

The transfer of the control of the island, which occurred at 12.30 P. M., in a chamber of the palace, was a brief and simple ceremony. General Wood read the documentary transfer prepared by the War Department, and Senor Palma attached his signature to the document as president of the republic. General Wood himself untied the halyards from the flagstaff on the roof of the palace and lowered the Stars and Stripes. As the colors fluttered down, the great guns of Cabanas fortress across the bay began the Union salute of forty-five guns.

As the first gun spoke, the flags on Morro castle and those on the Santa Clara and Punta fortresses were lowered. The jurisdiction of the United States had ended.

In the meantime, a Cuban flag had been bent on the halyards, and by his own hand General Wood raised it as an act of the United States, General Gomez assisting him. Again the guns of Cabanas spoke, this time a national salute of twenty-one guns, to the emblem of the new republic.

The warships of Great Britain and Italy hoisted the flag of Cuba to their mastheads and bestowed upon it the honors due to nations. And this was the opening chapter in the history of the Cuban Republic.

The *New York Sun*, speaking of the order for the evacuation of Cuba by the United States army, said:

“Such an event is, we believe, unique. No country ever before conquered a territory at great sacrifice to set up a government other than its own. No government ever began life as the Cuban government will begin, that is, not evolved from the fierce and exacting training school of successful revolution.”

The promise to give Cuba independence made in April, 1898, by a joint resolution of the United States Congress, had been loyally fulfilled.

A detachment of American artillery remained in Cuba until February, 1904. On the third of that month, companies Seventeenth and Nineteenth, United States Artillery, reached Havana from Santiago, and joined the Twentieth and Twenty-second companies at their camp behind Cabanas fortress. On the following day the American flag was lowered and the Cuban flag was raised in its place. As the flag went aloft the Cabana fortress fired a salute of twenty-one guns. At four o'clock on the afternoon of the 4th of February, the United States troops sailed away, and the last vestige of foreign military authority had left Cuba.

The Cuban flag is composed of five horizontal stripes, alternate blue and white. At the head of the flag is a red half diamond bearing a silver five-pointed star. This flag antedates the establishment of the republic by a good many years. It was first carried by Narciso Lopez in 1849-1851, when he invaded Cuba. The red field is the emblem of war, and the three blue stripes represented the three departments into which they intended to divide the island. The white stripes were put in merely to divide the blue. The star which appears in the red field was the lone star of Texas. In New Orleans there existed the Americans of the Lone Star, who assisted Lopez with money and in other ways when he invaded Cuba. He adopted the flag of the association out of gratitude.

When Manuel C. Cespedes began the revolutionary movement in October, 1868, he had another flag, but the people of Puerto Principe and of Santa Clara raised the present flag, which was adopted as the Cuban national emblem, when the first Constituent Assembly met in 1869. There are other versions as to the origin and meaning of this flag.

The American flag was raised over the Chinese capital, on the 14th of August, 1900. It was planted on the east wall of Pekin, by Musician Calvin P. Titus, of the Fourteenth United States Infantry. The flag was raised at 11 o'clock A. M. This was the first flag placed on the wall by the troops of the allied armies. Shortly after the troops entered the city, and this put an end to the operations of the anti-

foreign and anti-Christian association known as the Boxers, which had been carried on for several months.

The American troops were in the advance in the assault on Pekin, and Bugler Titus, not then twenty years of age, was the first to get inside. He scaled the wall with a rope, by means of which his comrades climbed to the top. As a reward for this heroic exploit President McKinley appointed him a cadet to West Point, in March, 1901.

The American flag has at times been seen both above and below the ground. On the 7th of May, 1901, President McKinley, while visiting the South and West with a party composed of Mrs. McKinley, members of his cabinet and others, escorted by Governor Murphy and other officials of Arizona Territory, visited the famous Congress gold mine, seventy-five miles from Phoenix. The party descended to the depth of fifteen hundred feet and were there greeted with the display of an American flag, waved by the miners.

After emerging from the tunnel President McKinley, in an address to the people, spoke of this event as follows :

“ I have travelled for over a week, and have passed through six States and two Territories. I have seen our flag floating from tower and State house and warship, from church and school, but for the first time in my life I have seen it floating fifteen hundred feet under ground, waved by the patriotic miners.”

This is believed to be the greatest distance under ground ever reached by the Stars and Stripes, and it is interesting to note that what is claimed to be the display of our flag at the greatest altitude it ever attained in mid-air occurred on the day President McKinley was buried.

This flag was raised at Bayonne, New Jersey, and is spoken of in the *New York Sun* of September 20, 1901, as follows :

“ A large American flag with a deep crêpe border supported by a quartet of giant kites floated 1,500 feet above the tide level at Bayonne yesterday from the approximate time of the starting of the funeral in Canton until sunset, when a salute was fired as it was lowered.

"The flag was raised by members of the Bayonne kite corps, who believed their emblem to have been seen at a greater altitude than any other in the country. A large crowd saw its ascension. At times it was visible from the Battery."

The American flag was planted on the Himalayas in August, 1903, when Dr. William Hunter Workman and his wife, Fanny Bullock Workman, daughter of former Governor Alexander H. Bullock of Massachusetts, whose home is in Worcester, Massachusetts, achieved the greatest feat of mountain climbing on record, and placed the American flag at an altitude never before attained by the Stars and Stripes.

Mr. and Mrs. Workman are known as the world's greatest mountain climbers and explorers. They followed these pursuits for several years in the Himalayas. Accompanied by three noted Indian guides they started at 3 A. M., August 12, by moonlight, from their camp 19,835 feet above sea-level, and at 10 A. M. reached an altitude of 22,567 feet, and Mrs. Workman scored the greatest record for women.

Dr. Workman and two guides continued the ascent and climbed a peak to a world record height of 23,894 feet, and there floated the American Red, White and Blue, above the snow-white mountain.

In February, 1903, the United States secured the rights of the Panama Canal Company, and on November 18 of that year, a canal treaty between the United States and the recently organized republic of Panama was signed at Washington.

The territory acquired by the United States consists of a zone of five miles on each side of the canal extending from Colon to Panama, a distance of forty-three miles.

At Panama, on May 4, 1904, the United States Canal Commission took formal possession of the Canal route and of the property of the Panama Canal Company. Immediately after the transfer the United States flag was hoisted over the legation and over the canal offices in the cathedral plaza.

## NOTABLE DISPLAYS OF FOREIGN FLAGS

**I**N 1860, the Prince of Wales, then a young man of nineteen, now Edward VII, King of England, visited the United States. He arrived at Detroit, Michigan, from Canada on the 21st of September. His visit was an event of considerable significance and great interest, and he and those whom he met received pleasing impressions, which have since had a lasting influence on the relations between the two nations of Great Britain and the United States. He traveled, incognito, with the title of Baron Renfrew, and visited Chicago, St. Louis, Cincinnati, Washington, Baltimore, Philadelphia, New York, Boston, and Portland, Maine. He remained on American soil barely a month.

The royal standard of the United Kingdom of Great Britain and Ireland was displayed at Portland, October, 15, at the close of his tour, when he embarked for his return to England.

Concerning this display Goold's "History of the Portland Rifle Corps," says:

"The Prince's last act on American soil was to take leave of the Mayor of Portland. He then stepped hurriedly down the carpeted steps, where he embarked to his barge, which had a silken union jack flying at the stern. The moment he stepped on board, a sailor at the bow unrolled a small royal standard of silk attached to a staff, and placed it at the bow of the boat.

"As soon as it was in place, the whole British squadron, mustering eight or ten ships, honored it with a royal salute of twenty-one guns. The yards of the ships were at the same time manned, and when the Prince stepped on the deck of the *Hero*, his own ship, the royal standard was run up at her main, and again saluted by the whole fleet, which immediately after weighed and put

to sea, the *Hero* leading. As they passed Fort Preble, the American ensign was run up at the fore, and saluted by the whole fleet, with twenty-one guns from each ship, which was returned by the guns of the fort."

Since the War of 1812, a royal standard has been preserved in the Naval Lyceum, Annapolis, Maryland. It was taken from the Parliament House at York, now Toronto, Dominion of Canada, by a United States army officer on the 27th of April, 1813. This is believed to be the only instance of the royal standard of the United Kingdom having come into the possession of an enemy.

The royal standard of the United Kingdom of England, Scotland and Ireland, was established and first hoisted on the Tower of London January 1, 1801. This banner with its gorgeous blazonry of blue, scarlet, and gold, is never displayed except on an occasion of the first ceremony. It represents the central home of the Empire and is never hoisted on shipboard except when the sovereign or some member of the royal family is actually present, or on the sovereign's birthday.

A thrilling incident occurred on the streets of Memphis, Tennessee, during the Civil War. A regiment, composed of Irish from colonel to drummer boy, had carried the "flag of Erin" side by side with the Stars and Stripes, and had felt and maintained a double responsibility in guarding the honor of both while serving in the Tennessee and Mississippi campaigns.

The regiment was ordered from its bivouac outside of Memphis, to join the forces before Vicksburg, where the siege was then in progress. The march began and it led directly through the town to the levee, where the transport was in waiting.

The route lay through "Little Ireland," the Confederate stronghold in Memphis, where troops had been frequently stoned in passing, and where no welcome could be looked for. It was a gloomy, narrow way that led through it. The night was pitch dark, and the street was imperfectly lighted by occasional gas lamps. From house to gutter the sidewalks

were packed with people, men, women, and children, whose faces were darker than the night, and whose attitude — hands behind them — suggested that ever-ready brick. Dislike, contempt, hatred was in every face. Sullen silence was the only greeting.

Then the transformation. At a signal the flags were swung free, and at the same moment the band struck up "Garry Owen." A gasp, a cheer, a roar followed, and a moment later the mob was a shouting, welcoming throng, some embracing the soldiers in the ranks, some standing with bared heads and streaming eyes as the green flag was marched past, others calling down blessings on their countrymen. Then there was a wild rush back to their tenements, and then, laden with food and liquid cheer, the population of Little Ireland followed the regiment to the levee, swept over the lines that ought to have been established around it, and succeeded in convincing its members that "blood is thicker than water." But water was a drink in demand the next morning.<sup>1</sup>

The visits of foreign warships to our waters are not uncommon. They have come singly and in fleets. The Prince *Dé Joinville* came here in 1841, as commander of the *Belle Poule* frigate, in which he, in the previous year, had carried to France the remains of Napoleon from St. Helena.

On April 22, 1846, the Chilian ship *Maria Helena* arrived at Edgartown, Massachusetts, from Valparaiso, Chili, she being the first ship to ever display the flag of Chili in a United States port.

In 1870, H. M. S. *Niobe* paid a visit to New York; the Russian Grand Duke Alexis came in a warship in 1872; in 1885 two French war vessels brought the Bartholdi statue of Liberty, erected on Bedloe's Island, New York Harbor; in 1893, vessels representing nine foreign navies attended the celebration in New York City of the four hundredth anniversary of the coming of Columbus. In February, 1898, five days after the battleship *Maine* was blown up in Havana Harbor, the Spanish war vessel *Viscaya* made a friendly visit

<sup>1</sup> The New York Sun, April 9, 1899.

to New York Harbor; in September, 1900, the British North American fleet was entertained by our North American squadron, and on the 16th of the same month, the Greek corvette *Navarchos Miaoulis*, a training ship, the first man-of-war from Greece that ever visited the United States, reached Philadelphia and subsequently visited New York and Boston. Other instances of the coming of foreign warships to our waters might be cited.

The most memorable visit of foreign war vessels to our shores was that of the Russian fleets in the winter of 1863. The Russian admiral, so it is said, informed Admiral Farragut that he was here under sealed orders, to be broken if during the Civil War we became involved in a war with foreign nations, which then appeared possible. It is averred that President Lincoln agreed that the full expenses of these fleets, while in American waters, should be borne by the United States. It is a matter of tradition that the \$7,200,000 paid for Alaska was to reimburse Russia for the expenses of her fleets while safeguarding the interests of the United States at New York and San Francisco during the Civil War.

The visit to the United States of Prince Henry of Prussia, brother of Emperor William II of Germany, in February and March, 1902, was made the occasion for the bestowal of many honors by the government, States, municipalities, associations, and individuals. He came here to witness the christening of the schooner yacht *Meteor III*, which was constructed by the Townsend-Downey Shipbuilding Company at Shooter Island, New Jersey, for his Imperial Majesty, the Emperor of Germany. The launching which occurred on the 25th of February was attended by President Roosevelt and his daughter, Miss Alice, who christened the yacht.

Prince Henry, attended by a brilliant staff of officers high in rank in the German army and navy, reached New York on the North German Lloyd steamer *Kronprinz*, February 23. He was welcomed with the firing of salutes of twenty-one guns by Fort Wadsworth, Fort Hamilton, the battleship *Illinois*, and the cruisers *Olympia*, *Cincinnati*, and *San Francisco*. He



was met on board the German liner by Rear-Admiral Robley D. Evans and staff, who accompanied him to the pier and thence to the German yacht *Hohenzollern* which was in waiting. As soon as the Prince's right foot was on the deck of the yacht, a German jackey pulled at the ropes attached to a flag which, in a second, was floating at the main. It was the royal standard of Germany, which was then displayed for the first time in this country. This is the personal flag of the imperial family, which shows the national colors of the German nation with the imperial coat of arms embroidered in its centre. The royal standard was again displayed over the German embassy in Washington on the following day, when the Prince was received by President Roosevelt. During the Prince's brief stay, which terminated on the 11th of March, he visited many cities and was received with most cordial hospitality at every stopping place.

His Royal Highness Somdetch Chowfa Maha Vahjiravudh, the crown prince of Siam, accompanied by his brother, Prince Chakrabongse, the next in succession to the crown prince, and two aides-de-camp, officers in the Siamese army, arrived at New York on the *Fuerst Bismark*, October 10, 1902. The crown prince was then in his twenty-second year, and came here from England where he had lived for more than eight years. He was educated at Oxford. His six weeks' tour in the United States was taken to add the finishing touches to his education by travel and study abroad. On the 11th of October, the crown prince, accompanied by the members of his personal staff and the attachés of the Siamese legation in Washington, made an official call of courtesy upon President Roosevelt at the White House. During the stay of the prince in Washington, the flag of Siam was displayed over the Siamese legation. This was its first appearance in the national capital.

On the 23d of October, as the prince boarded the *Dolphin* at Forty-second street, North River, New York, for West Point, the Siamese flag was run up to the mizzen-mast and a salute of twenty-one guns was fired. On the 29th of October, he was a guest of the State of Massachusetts at a banquet

given at Hotel Somerset, Boston, and the Siamese, United States, and Commonwealth flags were displayed in the dining-room.

The flag of Siam is red and bears in its centre a white elephant. Since the foundation of the nation, the elephant has been the national emblem, the people regarding it as a sacred beast. The crown prince visited many of the leading cities and places of interest, where he was entertained in a manner that led him to say: "I bear home with me the happiest memories of America and Americans." He sailed from Vancouver for Japan on December 2.

On the 2d of October, 1903, a British flag was floated from the Bunker Hill monument in Charlestown. It was flying from the east window, and on the opposite side of the monument the Stars and Stripes was waving in the breeze. The raising of the British flag was ordered by the Bunker Hill Monument Association as an act of courtesy to the Honourable Artillery Company of London, then a guest of the Ancient and Honorable Artillery Company of Boston. The flag continued to fly until the departure of the visiting company. This was the first time that a British flag had ever been seen on the monument. The London company was paid an honor that was not accorded the Prince of Wales in 1860. He visited the monument, but saw no British flag displayed from the granite shaft.

A British flag floated over Bunker Hill on the 17th day of June, 1775, and it continued to fly in Boston until the British forces evacuated that city, on the 17th of March of the following year, when it disappeared forever as an emblem of authority in that section of our country. As an emblem of war it again appeared in 1812-1814, but it was lowered in token of defeat at the close of that conflict. As an emblem of peace the British flag always has been a welcome visitor in this country and ever will be.

A unique flag display was seen at the World's Fair, St. Louis, in 1904. There a foreign flag was floated above the soil of its own country. Under date of July 8, 1904, in response to an

inquiry, I was informed by the Honorable T. W. Rolleston, superintendent of the Irish exhibition, at St. Louis, that fifteen tons of soil from the four provinces of Ireland were brought over by the Irish Exhibit Company, and that the Irish flag was flying over their buildings. This flag has a green field bearing a golden harp, the attributive ensign of the goddess Hibernia, the patroness of Ireland.

Mr. Rolleston wrote that "The proper heraldic color of the ground of the Irish flag is blue, but green appears to have been adopted by popular consent, for some reason never fully explained, at the period of the 1798 rebellion."<sup>1</sup> One writer says the green is due to an attempt to combine the old blue with the Orange colors; in optics, blue and yellow produce green.

The appended, relative to the color of the Irish flag, was recently published in the *Gael*:

"Green is universally regarded, says the *Westminster Gazette*, as the Irish color, but antiquarians say that green as the national flag of Ireland is of comparatively modern origin. The latest authority to express an opinion on the subject is the Reverend Canon French, a learned member of the Royal Irish Academy. He does not accept the explanation that the green flag was adopted by the United Irishmen, at the close of the eighteenth century, by blending the orange and the blue, the latter being then regarded by some as the Irish flag. He asserts that the emerald green standard was used in Ireland in the sixteenth century, but it was not till the eighteenth century that it became the national color."

An early standard of Ireland has three golden crowns on a blue field. No device for Ireland appeared in the royal standard until 1603, when it was placed there by the right of con-

<sup>1</sup> "A gentleman residing at Sacramento, California, has in his possession a banner of green, with a golden harp in the centre, which is the identical banner carried by the rebels of 1798 in Ireland, and most notably at the siege of Drogheda. It was brought to the United States by his father, James Gidea. The flag is thirty feet long by ten wide, and has been well preserved."—Admiral Preble's "History of the Flag of the United States and other National Flags."

quest. Since that date, the harp on a blue field has remained in continuous use until the present day. In Fitchburg, Massachusetts, on the 17th of March, 1903, a new flag for Ireland was carried in the St. Patrick's Day parade. It was borne by Company F, Hibernian Knights, of that city, and is described as follows:

"The company carried a flag of New Ireland, made and presented by John K. Gleason of this city. It is the original flag of its kind, and the design has been submitted for acceptance by the Irish parliamentary party. The flag has four broad stripes, two red and two white, one for each of the four provinces of Ireland. In the upper corner next the staff is a green field with a gold harp, surrounded by thirty-two white stars, one for each of the counties of Ireland. The staff is surmounted by a pike, such as was carried by the Irish soldiers in 1798."

The appended verses appeared in the *Sunday Sun* of New York, May 28, 1905.

#### THE WEARING OF THE GREEN

Revised according to the "Questions and Answers" of the *Sunday Sun*, which declares that blue instead of green is Ireland's true ancient color.

Ah, Paddy, dear, an' did ye hear  
 The news that's gone abroad?  
 The blue is Ireland's color — sure;  
 The green is all a fraud.  
 No man St. Patrick's day can keep  
 The way he used to do,  
 It is declared instead o' green  
 We all must wear the blue.

Oh, I met with Napper Tandy —  
 And he says to me: "Asthore,  
 What big bosthoons we all have been  
 This hundred years or more!  
 What fools we've been to shed our blood,  
 For flags of verdant hue,  
 When all the while our rightful flag  
 Was never green, but blue.

## THE STARS AND STRIPES

'T was bad enough to have to wear  
Old England's cruel red,  
But now we have to change again,  
An' wear the blue instead.  
So pluck the shamrock from your hat,  
'T is false instead of true,  
An' wear no shamrock after this  
Unless the same be blue !

Oh, I met with Napper Tandy,  
An' he said : " It can't be — no ! "  
" Yet if you see it in the Sun,"  
Says I, " it must be so."  
He sighed and answered : " Surely this  
Is hard on me an' you.  
How can we ever change our tune  
To the ' Wearing of the Blue ? ' "

D. A. MCCARTHY.

## THE RETURN OF BATTLE FLAGS

THE Civil War had hardly closed before inquiries for the owners of various things that had been captured, taken, or found, by Confederate and Union soldiers, began to be sent from one side to the other. Some of these searches for the ownership of articles of personal property were continued for many years before the owner or his representative could be found. Efforts were made through the mail and by inquiries published in newspapers, and by these and other means many things have been restored to their rightful owner. Even now, forty years after the conflict closed, we read occasionally of the restoration of personal property. Besides other articles a large number of battle flags have been returned, and accounts of some of the more notable instances will be given.

The subjoined story of a very interesting flag is told by Helen Carmichael Robertson, of Nashville, Tennessee, in the July, 1904, issue of the *Confederate Veteran*.

"At the annual luncheon of the New York Chapter of the Daughters of the Confederacy, given in the spring at Delmonico's, I heard an interesting and touching story of the capture of a Southern flag by a Connecticut regiment, and of its return to the Southland many years after. The flag was captured by the Thirteenth Regiment of Connecticut Volunteers from St. Mary's Cannoneers in the battle of Irish Bend, Franklin, Louisiana, April 14, 1863. It fell into the hands of Major Kinney of the Thirteenth regiment, and, as time sped on, the sympathy of his wife was enlisted as she looked upon the tattered and faded folds of the old flag which represented so much of history and pathos. To her it seemed a sacrilege to allow the ravages of time to desecrate its one-time beauty. 'It was their pride,' she said, 'and it waved above the heads and hearts of fearless men.' She could read in its

silken folds the high hopes and pride of those who long ago had presented it with fondest 'God speed you' to the boys in gray. She knew of the splendid efforts of the men who bore it aloft on battlefields, and in its fast fading colors she read heart memories of camp life and of comradeship through long days of struggle, and then there came one day into this good woman's heart a noble, sweet resolve. Kneeling, she wove in and out with her needle the broken meshes; mending here and there a cruel rent, until it bore some semblance to its old-time glory. Perhaps there fell a silent tear and a prayer went up for the union of the gray and the blue. Straightway she went to Major Kinney, picturing to him what scenes of happiness would be brought about if the old flag might be sent home, after so many years, to the surviving members of the old St. Mary's Cannoneers. Major Kinney believed, by proper action, it might be done. The resolution was accordingly introduced into the House of Representatives by Mr. Joslyn, of Hartford, Connecticut, and referred to the joint standing committee on military affairs. It was passed on February 19, 1885, directing the quartermaster general to appoint a committee of the late Thirteenth Regiment of Connecticut Volunteers — namely, Colonel Homer Sprague, Major Frank Wells, and Major John C. Kinney — to return the old flag to the veterans of St. Mary's Cannoneers. When the news reached this Veteran Association at Franklin, Louisiana, the scene of the battle of Irish Bend, the whole village and surrounding country was thrilled with excitement. Elaborate preparations were made for a gala day in honor of the old flag's return. It was suggested by the Connecticut regiment that, should the fair girl who made the presentation speech in the old days be living, it would be a pretty bit of sentiment to ask that she honor the occasion with her presence, and so she did in the charming person of Mrs. Louise E. Chambers, on October 16, 1885.

"Mrs. Kinney was the recipient of many exquisite gifts and much grateful appreciation from the Southrons. The part she played in the restoration of the old flag was 'the touch that makes the whole earth kin' — a seed, as it were, from which is springing a vine laden with fragrant blossoms. This vine twines lovingly about the monuments erected to the memory of the Confederate soldier in these Northern States, and its blossoms, rich with the aroma of peace and love, make beautiful the graves of the Federal dead

in our own dear Southland. It blooms above the graves of all strife and sectionalism, and its magic is brotherly love."

On the 22d of June, 1864, the colors of the Nineteenth Massachusetts Regiment of Infantry were captured in front of Petersburg. Color Sergeant Michael Scannell tells the story of their surrender in these words:

"We were brigaded with the 42d N. Y. and the 15th Mass. and we were ordered to advance. There was evidently some mistake, as when we moved out it left a gap that General Mahone was quick to see and take advantage of. Without any idea of the perilous position we occupied, we moved forward in the best of spirits.

"Quicker than it takes to say Jack Robinson the rebs swooped down upon us, and we were powerless to resist capture. It was all up with us, and there was nothing for the boys to do but surrender. A rebel officer rode up to me and, with a long oath, demanded the colors. 'Give me those colors, you Yankee blankety blankety blank,' said he, with his gun pointed at my head.

"I looked at him cool and, straightening myself up, said: 'Sir, I have been in this country nearly twenty years, and you are the first man to call me a Yankee. Take the colors. You're welcome to them.'"

Scannell and his companions were taken to Andersonville, where they were confined in prison for nearly a year. Scannell, who had been a shoemaker at Haverhill, was ordered to make shoes for the Confederates, which he firmly refused to do, saying, "Do you think that I am going to go back on the flag of my adopted country, and make shoes for rebs? Not while I have my senses about me."

Thirty years afterward this flag was returned to Massachusetts and Color Bearer Scannell, whose home is in Lynn, had the honor of delivering it to the governor of the commonwealth. It is in Doric Hall at the State House with other battle flags.<sup>1</sup>

A flag belonging to the "Petersburg Grays," of Petersburg,

<sup>1</sup> *Boston Globe*, July 3, 1904.



Virginia, that was taken from the Court House by a detachment of a Michigan regiment, a few days before General Lee's surrender, was returned in September, 1898.

The following account of this very interesting flag was received in a letter written November 23, 1901, by Captain Carter R. Bishop, Adjutant of A. P. Hill Camp, Confederate Veterans of Petersburg :

"MY DEAR SIR:—In reply to enquiry about the flag of the Petersburg Grays that was returned by order of the Legislature of Michigan in 1898, I would say that it was not a battle flag nor a Confederate flag at all.

"After the Mexican war there was organized in Petersburg a Volunteer Company of Virginia State troops, called the 'Petersburg Grays,' composed of the best young men in the city.

"In 1852, the ladies of our city made and presented to them a silk flag about 4 by 6 feet. It was of course the Stars and Stripes. On the blue field of the Union was the inscription : 'Presented to the Petersburg Grays by the ladies of Petersburg.'

"This was carried by the company on all occasions till the State withdrew from the Union. The company was mustered into the Confederate service two days after the State seceded. The flag was left at the house of Thomas H. Bond, the captain. Captain Bond afterwards placed it in one of the offices of the City Court House for preservation.

"On the morning of April 3d, 1865, after General Lee had withdrawn his troops and the city had been surrendered by the civil authorities, a detachment of a Michigan regiment took possession of the Court House. There finding the flag, they took it home with them and turned it over to their State as a trophy, of what I don't know. It took the law-makers of Michigan thirty-three years to discover that the possession by them of this flag represented nothing but an inoffensive kind of vandalism and then they returned it.

"To us it was very dear because it called up in memory the fair faces of those who had made it, those devoted ones who afterwards nursed the wounded, cheered the disheartened and then led the way to Heaven. The return of the flag was made the occasion of much hearty speech making, which led to a regular love feast."

James Anderson of Springfield, Massachusetts, who was on a visit to the old battlefields, where he had served as a member of Company M Thirty-first Maine Volunteers, was in Petersburg, in September, 1898, when a delegation from Michigan came to that city to return the flag.

Members of the A. P. Hill Camp learning that Mr. Anderson was in Petersburg, he was invited to be present at the ceremony of the restoration of the flag, and he gladly accepted the invitation. In a letter of October 24, 1901, to the writer, he said: "The ceremony was of the most interesting nature, and I was gratified beyond my power to express, to hear only the most loyal and patriotic speeches from those old soldiers of a cause that was dear to them all." In response to a most urgent request, Mr. Anderson made an address to the meeting that was extremely pleasing to his hearers. He closed with a glowing tribute to the gallantry of the Confederate soldier, amid a great outburst of applause.

Through the efforts of Mr. Anderson, a delegation of six members of the A. P. Hill Camp visited Springfield in February, 1899, and they were accorded a most royal greeting by the citizens of all classes.

At a meeting of the A. P. Hill Camp in the following month, Mr. Anderson was elected, by a rising unanimous vote, a member of that organization. He was the first, and, as far as the knowledge of the writer goes, is the only Federal soldier who is a member of a Confederate camp. He is a member of E. K. Wilson Post, G. A. R., of Springfield.

The *Confederate Veteran* for September, 1901, says:

"When the Grenada Rifles marched away from home and friends in April, 1861, the flag so proudly waving them on to victory represented the love and patriotism animating the women they left behind to watch and pray for their return. It was made by the ladies of Grenada and presented by Miss Molly Granberry, and accepted by Captain Walter Scott Stratham for his company (G) of the Fifteenth Mississippi Regiment. Captain Stratham was afterwards made Colonel of the regiment, and on his deathbed, soon after the battle of Shiloh, was promoted to Brigadier Gen-

eral. At the battle of Mill Spring, Ky., January 19, 1862, the flag was captured by the Tenth Indiana Regiment, and has since been in the possession of Major B. M. Gregory, of that regiment. Through the patriotic efforts of Mrs. P. S. Dudley, sister of Col. Stratham, and surviving members of Company G., the flag was returned by the family of Major Gregory in October, 1899. The event was fittingly celebrated, the Dixie Chapter of Daughters having assembled to receive the time-worn standard, accompanied by about fifty veterans representing William Barksdale Camp, of Grenada. With tear-dimmed eyes they viewed this sacred relic, under whose folds so many gallant comrades had gone to death, and which now recalled the hopes that had inspired them to follow where it led. Resolutions were passed in returning thanks to Mrs. Gregory for her assistance in having the flag returned to the survivors of the company."

On the 5th of October, 1899, Governor Mount of Indiana, accompanied by his staff and Indiana representatives of the Grand Army of the Republic, presented to Governor Sayers of Texas, at Dallas, in the presence of ten thousand persons, including nineteen survivors of Terry's Texas Rangers and hundreds of other former Confederate soldiers, the tattered battle flag of the Rangers, which Indiana troops obtained during the Civil War.

In presenting the flag, Governor Mount said in part :

"This great occasion becomes an epoch in our country's history. A third of a century ago the two great States here represented were bitter contestants, in civil war. To-day we meet as citizens of a common country to weld stronger the bonds of National union sundered during that war. We come to return in love a battle-flag we took in anger. Since those who fought us then are brothers to-day and fight by our side, is it not eminently proper to turn these trophies of war, representing as they do the eternal past, into mementoes of friendship, to represent the spirit of unity in the living present? Who will dare criticize this noble impulse as a mere morbid sentimentality? United we are marching forward to grander industrial and commercial victories. We excel in all the elements of true greatness the mightiest governments of earth.

Take this flag, and may it henceforth be an emblem of unity and good-will between the great States of Indiana and Texas and a seal of their fidelity to the national union."

Governor Mount read a poem by Frank L. Stanton, of Atlanta :

But now I'm in the Union. I see there, overhead,

The flag our fathers fought for; her rippling rills of red

All glorious and victorious; the splendor of her stars —

And I say: "The blood of heroes dyed all her crimson bars."

I'm for that flag forever, 'gainst foes on sea and shore;

Who shames her? Who defames her? Give me my gun once more.

We'll answer when they need us — when the war fires light the night;

There's a Lee still left to lead us to the glory of the fight.

We're one in heart forever — we're one in heart and hand;

The flag's a challenge to the sea, a garland on the land;

We're united — one great country; freedom's the watchword still,

There's a Lee that's left to lead us — let the storm break where it will.

The following account was published at the time of the presentation :

"The flag was not captured in battle, as has been frequently asserted, but was lost by the color sergeant of the Rangers on October 22, 1864. The command was riding through a strip of timber near Galesville, Ala. The flag was rolled in its case and the sergeant was carrying the staff on his shoulder. A portion of the flag extended from the case. This caught on the limb of a tree and the flag was pulled out and fell to the ground unobserved. Several hours later the 17th Indiana came riding over the ground and Major Wicler found the flag."

A few years before Corporal W. M. Crooks, of Texas, had returned the flag of the Fifty-Seventh Indiana Regiment, which he captured during the fearful carnage at Franklin, Tennessee, November 30, 1864.

The *Confederate Veteran*, of April, 1902, gives the following, relative to the flag of the Rangers, contributed by Mrs. Maude McIver Rountree, Birmingham, Alabama :

"In the history of this flag four States are closely connected as it was made in Tennessee, presented in Alabama to a Texas regiment, and was found by an Indiana regiment, who held it until 1899. It was made by Miss Mary McIver, who still resides in Nashville, Tenn., assisted by Miss Robbie Woodruff, who died some years ago. The material used was a blue silk dress of Miss McIver's, and it was lined with a white satin wedding dress. It bore a circular field of blue, with the motto, 'God Defend the Right,' 'Terry's Texas Rangers,' with a Texas star in the center, and was taken to the regiment by Miss McIver's brother, John S. McIver, September 12, 1864, and presented by Colonel Gustave Cook, near Florence, Ala."

The *Confederate Veteran*, of May, 1900, has an article on the return of the flag of the Gate City Guards, of Atlanta, Georgia, by its Federal captors on the 10th of April, 1900, of which the following is a part:

"The Gate City Guards were organized before the Confederate war as a part of the military force of Georgia, and being uniformed and armed was well drilled by competent officers. When Georgia seceded, the company was tendered to Governor Brown, and was accepted for immediate service. Very early in April, 1861, it received orders to proceed to Pensacola, Fla. By prompt obedience it gained the distinction of being the first company to leave Atlanta for the field of battle.

"After doing good service at Pensacola, the company was ordered to Western Virginia. In one of the many battles occurring at the time, the Confederates were driven back down Cheat Mountain. Among these troops were the gallant Gate City Guards. Their beautiful silken flag, which had been presented to them in Atlanta, had been placed in one of the wagons, while the Guards bore the Confederate flag in battle. Unfortunately this wagon, in descending the mountain, was overturned and rolled into a gorge, of which misfortune the company was ignorant at the time. The Federals in pursuit discovered the wagon and bore off the flag as a trophy.

"Long years elapsed, during which the brave survivors mourned the loss of that silken flag, but in the recent revival of strong fraternal feeling the Federal captors bethought themselves of

this fair old trophy, and signified to the Guards, whom they had met in battle, their wish to return it with the honors it deserved.

"This happy event which was brought about through Mr. George Erminger, of Toledo, Ohio, and Mr. H. H. Cabaniss, of Atlanta, took place in the armory of the Gate City Guards. Meanwhile the old City Guards had become a new company of gallant young Georgians, while the few survivors of many battles still lingered as honored members of the old corps.

"Captain W. L. Ezzard, who commanded the Gate City Guards when they left for the war, was present to witness the placing of his dear old flag into the custody of the Guards, which was made a happy occasion for all concerned."

On the 28th of July, 1864, the battle flag of the Thirtieth Louisiana Confederate Regiment was captured by the Forty-sixth Ohio Regiment at the battle of Ezra Church, near Atlanta, Georgia. This flag was in the possession of the captors for thirty-six years, when it was decided, at an encampment of the regiment, to return it to the Louisiana veterans as a token of amity and friendship, and invited the Louisiana veterans to send a delegation to the Grand Army encampment that was held at Columbus, Ohio, in September, 1900, to receive it. The fifty survivors of the Louisiana regiment accepted this invitation, and sent a delegation to take part in the Grand Army of the Republic encampment and receive their flag, which was returned to them at Columbus, on September 4th.

During the visit to New Hampshire in September, 1900, of Governor Joseph F. Johnston, of Alabama, and other distinguished officers of his State and the nation, when the tablets were placed upon the warships *Kearsarge* and *Alabama*, in Portsmouth Harbor, a very pleasing incident occurred.

On the 18th of September, at a banquet at the Wentworth, Newcastle, tendered to Governor Johnston and other guests of the State, Governor Rollins presented to Governor Johnston two battle flags, that were captured by the men of the Thirteenth New Hampshire Regiment at the siege of Petersburg. Governor Rollins spoke as follows:

"Governor Johnston, I hold in my hand two pieces of bunting, worn and faded, stained by storm and battle; but they were once borne at the head of regiments of brave men; once two thousand stalwart youths followed wherever their folds gleamed in the wind. We do not know the names of the regiments that bore them; we do not know the States from which they came; all we know is that they waved above Battery No. 5, in front of Petersburg, through all that hot and terrible siege, and that they were captured gallantly by the brave and fearless men of the Thirteenth New Hampshire. The man who personally took one of them was private Peter Mitchell, of Conway, New Hampshire, who shows by his presence that he acquiesces and joins in what I am about to do; and the other was captured by Sergeant James R. Morrison, now of Pomona, Florida.

"When this celebration was first conceived and its dual character planned, General Chadwick, chairman of the committee, suggested to me that it would be a pleasant thing to return any Southern battle flags the State might possess. Upon investigation we found that such flags had been nearly all turned over to the national government at the close of the war, but these two flags were stored in the vaults at the State House, and upon communicating with the captors, the officers and men of the Thirteenth regiment, we found them very willing that they should be returned.

"I, therefore, sir, in behalf of the State of New Hampshire, of the Thirteenth regiment, and of private Peter Mitchell and Sergeant Morrison, return to you, representing the South, these mementoes of the bravery of both our peoples. And I ask you to ascertain to what regiment and States these flags belong, and to return them to those who followed where they led the way.

"This action on the part of my State is meant as a token of our love and friendship, and a testimony to your courage and bravery."

Upon his return to Alabama, Governor Johnston began a search to learn to what regiments these flags belonged. In a letter of July 26, 1902, he wrote me as follows:

"I have yet in my possession the flags delivered me by Governor Rollins. Shortly after my return I published a description of the flags in the *Confederate Veteran*, but so far I have had no response. I shall attend the Reunion at Dallas, Texas, in April next

and take these flags and endeavor to deliver them to the representatives of the regiments they belong to, and will be glad to advise you of the result."

No trace of ownership of these flags was found at Dallas, but at the reunion held at New Orleans in May, 1903, representatives of one of them were discovered. The Montgomery (Alabama) *Advertiser* of May 24, 1903, in an article relative to the return of Confederate veterans to that city, speaks of this flag as follows:

"Quite a number of veterans from other States stopped over in Montgomery yesterday. Among them were two from Knoxville, Tennessee, Doctor R. M. Rhea, and John L. Rhea. They were brothers of the late Lieutenant Colonel James A. Rhea, who lived here several years before his death, and gained the high regard of a large number of devoted friends. His brothers stopped for the purpose of visiting his grave in Oakwood Cemetery.

"They had with them a Confederate battle flag, which has an exceedingly interesting history. It belonged to the gallant Sixty-third Tennessee regiment of Infantry, and was captured at Battery Five by Corporal Peter Mitchell of Company K, Thirteenth New Hampshire Volunteers, June 17, 1864. When General Johnston and a number of friends went to Portsmouth, New Hampshire, during his second term, in connection with the placing of tablets for the United States warships *Alabama* and *Kearsarge*, on invitation of the governor of New Hampshire, the flag was returned to the Alabama governor, and it was the cause of much good feeling between the Southern and Northern people who were present on the occasion. It remained in Governor Johnston's possession until this reunion in New Orleans, and there he turned it over to General George W. Gordon, of Memphis, Tennessee, to be by him turned over to Colonel Frank Moses, of Knoxville, who was ensign of the Sixty-third Tennessee during the war.

"He delivered it to Doctor Rhea and his brother, and they will take it with them to Knoxville, and there it will be presented to Fred Ault Camp, United Confederate Volunteers. It thus goes back into keeping of men in the community whence it originally came, and many of whom followed it into battle on many fields. The camp bears the name of a heroic young soldier of the regiment



who was killed at the time the flag was captured. This Sixty-third regiment was under the command of General Gracie, who was killed at Petersburg about the same time young Ault gave up his life. Gracie's brigade, in addition to the Tennessee regiment, was composed of the Forty-first, Forty-third, Fifty-ninth, and Sixtieth Alabama regiments, and the Twenty-third Alabama battalion. It was a glorious command, and there was no nobler commander in the Confederate army than Archibald Gracie. Alabamians loved the Sixty-third Tennessee regiment, and they will read with pleasure that its survivors can again look upon their beloved battle flag."

During the siege of Port Hudson, Louisiana, in the spring of 1863, the Eighth Regiment, New Hampshire Volunteers, captured a flag from a Texas regiment, the name of which is unknown. Lieutenant-Colonel Oliver W. Lull, of this regiment, who, according to the reports of his comrades, personally captured the flag, sent it to his home in Milford, New Hampshire. He was afterward killed during the assault of May 27, 1863, on Port Hudson, while in command of his regiment. This flag remained in the possession of Mrs. Mary A. Lull, widow of Colonel Lull, for many years, until she decided to return it to Texas. She wrote the secretary of that State about it, and was invited to take the flag to Texas in person. The invitation was accepted and she took the flag to Corsicana where, on the 6th of December, 1900, she presented it to the Texas division of the Daughters of the Confederacy. Her presentation address, which breathed patriotism of the broadest kind, was received with the heartiest applause, as was also the response of Miss Nell Nance, who received the flag in behalf of the Texas Division, in the same spirit that actuated its return. The flag is of silk, six feet in length and four feet and six inches in width, and has a border of gold fringe. In the upper corner next to the staff are the three stripes of red, white, and blue, with the lone star in the centre. The body of the flag has thirteen stripes of red and white.

"During the battle at Galveston, Texas, January 1, 1863," says *The Boston Journal* of February 27, 1902, "the regimental colors and marker of the Forty-second Regiment of Massachusetts

Volunteers were captured by the Confederates. C. W. H. Sanborn of that regiment says the regimental flag was hung out of the window of the newspaper office of the *Houston Telegraph*, the next day, union down, under the Texas lone star flag.

"The regimental flag was probably stored with other war trophies and military supplies in a building at Houston. When the news of General Lee's surrender was received, for a short time law and order were effaced. The building containing the supplies and war trophies was looted and utterly destroyed, and it is believed that the regimental flag was then destroyed.

"The marker was preserved, and on the 6th of October, 1901, General T. B. Howard, who had secured it from the man, Colonel Burrows, who captured it, presented it to the Dick Dowling Camp, U. C. V., at Houston. The camp decided to return it to Colonel I. S. Burrell, commander of the Forty-second regiment, if alive, or to the State of Massachusetts. The marker was sent to the Forty-second Regimental Veteran Association on November 10, 1901. The pleasure of the comrades in again gazing upon the flag after an absence of forty years was expressed in a resolution of thanks to the Dick Dowling Camp. It was retained for a few months by the association, when by a vote passed February 26, 1902, G. M. Fiske was authorized to convey it to the State authorities, for preservation with the other battle flags in Memorial Hall in the State House. It is of blue silk with the figures forty-two painted upon it in gold. It is somewhat worn after these forty years, but the colors remain good."

At the end of the Civil War, 541 captured Confederate flags and 239 recaptured Union flags had been stored in the War Department, Washington. Of these flags, 54 had been given to States and others, when, by act of Congress, of February 28, 1905, 223 identified Confederate flags and 51 identified Union flags were returned to the various States to which the regiments that bore them belonged. The remaining 164 Union flags were sent to the Military Academy, West Point, and the 288 Confederate flags were, by act of Congress, of June 29, 1906, delivered to the Confederate Memorial Literary Society, of Richmond, Virginia.

## FLAG MAKING

**A**S already related, it is the general belief that Betsy Ross made the first flag combining the stars and stripes. She had made State colors for vessels prior to June 14, 1777, and after the adoption of the Stars and Stripes she was engaged in flag-making for the government, and continued in that employment for some years. Her daughter, Mrs. Clarissa Wilson, succeeded to the business and continued making flags for the navy yard and arsenals and for the mercantile marine for many years. After a time she gave up the government business, but continued making flags for use on merchant vessels until 1857.

In 1835, and for many years after, ensigns were made at the Norfolk navy yard for all vessels of war equipped at that station. In these flags, the canton rested on a red stripe, as it invariably did in the fifteen-stripe flag in use from May 1, 1795, to July 4, 1818, while in all other thirteen-stripe standards the blue field rested on a white stripe. On account of this peculiarity, these flags were called by signal quartermasters "Norfolk war-flags," because the canton rested on a red stripe, red being an emblem of war.

For a number of years, beginning about 1865, the United States Bunting Company of Lowell, Massachusetts, made many of the flags that were used in our naval service.

The manufacture of flags for the navy began, in a small way, at the Brooklyn navy yard as early as the year 1877. The work of repairing flags had been done there before, for an indefinite period. New machines for flag-making have been added from time to time in the past few years, and this branch of the equipment department of the navy has complete facilities for flag-making. Annually, one hundred and twenty

thousand yards, approximately, of bunting are made into flags, and one hundred women and men compose the regular working force.

Many silk flags are used in the naval service, but all of these are made by private parties and the whole of the work is done by hand.

Since 1865, all the bunting used in the navy yard has been of American make, and comes from Lowell, Massachusetts, where there are two companies engaged in its manufacture. All flags made for general use in the navy are of one grade, and the best quality of bunting is purchased. This bunting comes in a prescribed length, width and weight, and is subjected to severe tests for fast color and for its tensile strength. By these tests, only the best products of the looms are made into flags for Uncle Sam's sailors.

To make these flags is an achievement of no mean importance. It embodies the placing of a certain number of stitches to the inch, and demands a great deal of measuring and perfect uniformity in all particulars. Once a week the commandant makes a tour of inspection and no imperfect work escapes his detection.

After the finishing of a flag, which consists of binding the hoist (the portion lying next to the staff) with stout canvas and attaching the lines and wooden toggles by which it is to be made fast to the halyards, it is stamped with its name and that of the navy yard, the month and the year. Then it is turned over to the general storekeeper, who issues it when necessary.

In addition to the complement of United States flags of various kinds and sizes, with which every ship in our navy is supplied, there are also made at this yard the flags of every country to which navigation extends. Some of these foreign flags are very elaborate and are difficult to make, especially those of San Salvador, which require all of the eight colors used in flag making, and the Costa Rica flag, which takes every color but brown. Brown is used to typify bronze, and is quite extensively employed in the more elaborate foreign flags.

The bunting required for a modern warship's outfit is something enormous. The lockers of a United States cruiser, if a flagship on a foreign cruise, would probably contain some two hundred and fifty flags of all kinds. A ship's quota of flags is renewed every three years.

Some years ago it was the custom of the flagmaker to paint the intricate designs of flags, but when these flags were stored away in the ship's locker they usually stuck together, and the idea was abandoned as impracticable. In 1876, upon the recommendation of Captain F. M. Ramsey, navigation officer at the Brooklyn navy yard, the painted flags were replaced by those made with the design in bunting.

Flags are made at only one other navy yard, and that is at Mare Island, near San Francisco, where some are manufactured for our vessels on that side of the continent. When occasion requires, flags are made aboard ship.

The War Department does not manufacture any of the flags used by the army. All the bunting flags and silken colors used by the army of the United States are purchased under contracts, which are made by the depot quartermaster at Philadelphia, Pennsylvania, after public advertisement.

There are thirty or more flag factories in the United States, which annually use some seven million yards of silk, bunting, and cotton goods, and make between nine and ten million flags of one kind and another. These concerns have an invested capital of about twelve million dollars and annually pay in wages nearly four hundred thousand dollars. The majority of the flag factories are situated in New York State. Others are located in Massachusetts, Pennsylvania, Louisiana and South Carolina.

The first wholly American flags were made from cotton and silk, the culture and manufacture of both beginning many years before the Revolution.

The first bunting made in the United States was manufactured by the New England Worsted Company, of Saxonville, Massachusetts; one of the first woollen mills established in this country. Experiments in weaving bunting began in the fall

of 1837, or in the following spring, and this fabric was placed on sale as early as 1840. For more than twenty years bunting composed the larger part of the product of this factory, which continued to manufacture it until some time in the sixties. This company is now known as the Saxonville Mills. The bunting made at this factory was not suitable for flag making, the first American product used for that purpose having been manufactured by the United States Bunting Company, of Lowell, Massachusetts, founded in 1865 by General B. F. Butler.

The aggregate consumption of flags in this country is steadily increasing. The flag has come to be considered an essential part of the household equipment, for use as occasion may invite. The demand from our newly acquired territory has been enormous, and immediately following the Spanish-American War the ability of the manufacturers to supply orders was taxed to the utmost. Many thousand Stars and Stripes have been sent to the Philippines and Porto Rico, where they are floating above public and private buildings and over every schoolhouse.

Each recurring Fourth of July calls for an increased number of Stars and Stripes, ranging in all sizes from the small ones to those of large proportions, and other holidays which we celebrate require more and more flags to give expression to the patriotism of our people, which, if it can be reckoned by the display, is widening in every section of our country.

The cost of flags ranges from the few cents for which the popular machine-made muslin Stars and Stripes of small size are sold, to the elaborate silken banner, with solid gold embellishments, which costs hundreds of dollars.

American manufacturers have exported immense numbers of flags to England. During Queen Victoria's jubilee and King Edward VII's coronation, millions of the smaller printed cotton flags of American make, ranging in size from two by three inches to flags two by three feet, were used to help celebrate these events.

Considerable quantities of British flags and flags of the

Dominion are sold in Canada. Most of these are printed muslin, such as are sent to England, and are bought in Canada in large numbers on the occasion of any celebration which calls for a display of flags. Canada also buys silk and bunting flags in the United States.

The greater part of all the flags, silk, cotton and bunting flags of Great Britain, and of its own commonwealth that are used in Australia, are bought in this country. One-fourth of the flags that float in Mexico are of American make. Numbers of bunting flags are sold here for the yacht clubs in France.

## FLAG DISPLAY REGULATIONS

**T**HE regulations governing the display of the national flag in the army and navy, by United States consuls, ministers, and ambassadors, and the revenue ensign over custom-houses, are subjoined.

## IN THE ARMY

"At every military post or station the flag will be hoisted at the sounding of the first note of the reveille, or of the first note of a march, if a march be played before the reveille. The flag will be lowered at the sounding of the last note of the retreat, and while the flag is being lowered the band will play 'The Star Spangled Banner.' The national flag shall be displayed at a seacoast or lake fort at the commencement of an action and during a battle in which the fort may be engaged, whether by day or at night.

"On Memorial Day, May 30, at all army posts and stations, the national flag will be displayed at half-staff from sunrise till mid-day, and immediately before noon the band, or field music, will play some appropriate air, and the national salute of twenty-one guns will be fired at 12 m. at all posts and stations provided with artillery. At the conclusion of this memorial tribute, at noon, the flag will be hoisted to the top of the staff and will remain there until sunset. When hoisted to the top of the staff, the flag will be saluted by playing one or more appropriate patriotic airs. In this way fitting testimonial of respect for the heroic dead and honor to their patriotic devotion will be appropriately rendered.

"The ceremony of 'Escort of the colors' should be so conducted as to render it one of the most impressive to the soldier, especially to the young recruit, of all the functions in which he is required to participate. Proper salutes will be observed by all persons in the military service, not under arms, during the raising and lowering of the national emblem."

The most impressive and beautiful ceremony performed in the United States army service is the "Escort of the



colors," which occurs once or twice weekly during the spring and autumn at the large military posts where an entire regiment is stationed. This ceremony is described as follows :

"It begins with the formation of the battalions, which march upon the parade ground and come into line as in the usual regimental dress parade. The commanding officer then designates one of the companies to escort the colors to the line, and headed by the band this company marches from its position down the front of the regiment and through the post roadways to the headquarters (or administration building) and there halts and presents arms as the colors are brought out by color sergeants. As they stand facing the escort, the trumpeters massed behind the band sound a long and very beautiful salute, the sergeants march to the middle of the company and with the band playing the national air the escort marches to the parade ground, down the regimental line to the centre and then halts facing the troops. The trumpets sound again in salute, the regiment presents arms to the colors which are dipped toward them, and the ceremony concludes with the march of the escort company to its position in the line with the colors."

Relative to foreign vessels of war the army regulations say :

"In case of vessels of war of foreign powers at peace with the United States, lying in our ports or harbors and celebrating their national festivities, the commander of each fort, battery, or military post may participate in the celebration by firing salutes, parading commands, etc. In such a case the flag of the United States will be hoisted and lowered simultaneously with that of the ship on board of which the celebration occurs.

"It is the custom of foreign ships of war, on entering a harbor or passing near a fortification, to hoist at the fore the flag of the country in whose waters they are, and to salute it. On the completion of the salute to the flag, a salute of the same number of guns will be promptly returned by the nearest fort or battery: If there be several forts or batteries in sight, or within six miles of each other, the saluting station will return the salute. United States vessels return salutes to the flag in the United States

waters only when there is no fort or battery to do so. United States vessels do not salute United States forts or posts and the converse."

#### IN THE NAVY

"The national ensign on board a ship of the Navy at anchor shall be hoisted at 8 a. m., and kept flying until sunset, if the weather permits. Whenever a ship comes to anchor or gets underway, if there is sufficient light for the ensign to be seen, it shall be hoisted, although earlier or later than the time specified. Unless there are good reasons to the contrary, the ensign shall be displayed when falling in with other ships of war, or when near the land, and especially when passing or approaching forts, light-houses, or towns.

"The national ensign shall always be displayed from boats between 8 a. m. and sunset, when away from the ship, if in a foreign port. When the ship is dressed, the ensigns of boats, which are absent from the ship, or at the booms, shall be displayed. An ensign shall also be displayed in a home port when boarding foreign vessels, and at such other times as may be prescribed by the commanding officer."

Morning and evening colors are observed on board naval vessels, and also at our naval stations. The ceremony attending the raising and lowering of the flag is very impressive, "The Star Spangled Banner" being played on both occasions. On March 31, 1904, Secretary Moody ordered the substitution of "The Star Spangled Banner" for "Hail Columbia" which heretofore had been played with the lowering of the flag.

#### AT CUSTOM HOUSES

Until recently there has been no regular daily display of the revenue ensign by collectors of customs. This neglect having been brought to the attention of the Treasury Department, the Secretary of the Treasury issued, in September, 1904, a circular, in which he says that "no matter how small the customs port or office, a revenue ensign, consisting of sixteen perpendicular stripes of alternate red and white, with a red stripe next to the flagstaff, and the arms of the United

States in dark blue on a white field as the union, must be displayed at all times during business hours, except in stormy weather."

BY UNITED STATES CONSULS, MINISTERS, AND AMBASSADORS

The consular regulations prescribe that:

"The arms of the United States should be placed over the entrance to the consulate or commercial agency, unless prohibited by the laws of the country. Only one coat of arms will be permitted to be exposed in each port where a consular office is located, and that will be placed over the office devoted to consular business. Wherever the custom prevails, the national flag should be hoisted on such occasions as the consular officer may deem appropriate, or when it may be required for his protection or as the emblem of his authority. It is not usually necessary that it should be unfurled daily. The occasions for its display are within the judgment of the consular officer, but its use will be suggested on all national holidays of his own country, and whenever it would indicate a becoming respect to the customs, festivals, or public ceremonies of the country to which he is accredited.

"A mission is not under the same necessity of displaying a coat of arms and raising a flag as a consulate; but it is in most capitals customary to place an official shield above the principal entrance to diplomatic representative's residence, or the offices of the mission, when these are separate from his residence, with a short flagstaff set above the shield, on which to display the flag of the United States on occasions of special ceremony."

## SALUTES

**I**T is said the gun salute had its beginning in this way: Originally a town or a warship fired guns on the approach of friendly strangers, to show that its defenders had such faith in the visitors' peaceful intentions they did not think it necessary to keep their guns loaded.

In the seventeenth century the salute was offered with shotted guns, and in the eighteenth century salutes became blank. The matter of salutes is governed by the regulations of every army and navy, as well as by agreements between nations.

Failure to give a salute, or return one within the prescribed time, as required by international custom, is usually followed by the enforcement of a penalty.

It will be remembered that the first foreign salute to the Stars and Stripes was given on the coast of France on the 14th of February, 1778, when John Paul Jones was in command of the *Ranger*. The *Ranger* fired thirteen guns, but received only nine in return, although Jones had demanded gun for gun; but he was given the same salute that the French admiral was authorized to return to an admiral of any republic, and Jones was induced to accept that number, — "the more as it was an acknowledgment of American independence."

Originally, it is said, the President was saluted with as many guns as there were States in the Union, a gun being added for each new member of the confederacy, up to the admission of Illinois, in 1818, the twenty-first to join, when it was decided that "hereafter twenty-one guns shall be the national and presidential salute."

Twenty-one guns is the royal salute of England, and there are many surmises as to the reason why this number should have been selected. Of these conjectures, the two carrying the

most weight of opinion are: "First, that twenty-one was the same number of years fixed by English law as the age of majority; the second, that seven was the original salute, and three times seven would signify one seven for each of the divisions, England and Wales, Scotland, and Ireland." One facetious writer makes the interesting assertion "that the United States adopted this salute to signify to the mother country that her child had reached his majority, and was prepared in law to inherit the land; and to this end fired the 'Gun. of 1776'; the figures of which year,  $1 + 7 + 7 + 6$  equalled 21." But the fact is, when our republic first became a nation, it found in existence a national salute of twenty-one guns according to the usage of other nations, and adopted it.

The salute to the Union, forty-eight guns at present, is one gun for each State, and is commemorative of the Declaration of Independence. It is fired at noon on July 4, at every military post provided with suitable artillery.

#### PERSONAL SALUTES

The appended paragraphs are from "Instructions for Salutes and Ceremonies at Seacoast and other Posts provided with Artillery."

"When the President of the United States visits a military post provided with artillery, a national salute will be fired both on his arrival at and final departure therefrom. A national salute will also be fired when, travelling in a public capacity, he passes in the vicinity of such military post. No other personal salute is fired in his presence.

"When the Vice-President of the United States visits a military post provided with artillery, he receives a salute of nineteen guns.

"When an ex-President of the United States visits a military post provided with artillery, he receives a salute of twenty-one guns.

"When the President of a foreign Republic or a foreign sovereign visits or passes in the vicinity of a military post provided with artillery, he receives the salute prescribed for the President of the United States; members of a royal family receive the salute due to their sovereign.

"When officials, other than those above named, visit officially military posts provided with artillery, they receive salutes as follows :

The President of the Senate, Speaker of the House of Representatives, members of the President's Cabinet, the Chief Justice, a committee of Congress, and governors within their respective States and Territories . . . . .	Guns 17
The viceroy or governor-general of provinces belonging to foreign states . . . . .	17
American or foreign ambassadors . . . . .	19
American or foreign envoys or ministers plenipotentiary . . . . .	15
Assistant Secretary of War and Assistant Secretary of the Navy . . . . .	15
Ministers resident accredited to the United States . . . . .	13
Charges d'affaires . . . . .	11
Consuls general accredited to the United States . . . . .	9
General . . . . .	17
Lieutenant-general, or major-general commanding the Army . . . . .	15
Major-general . . . . .	13
Brigadier-general . . . . .	11

"Officers of the Navy and Marine Corps are saluted according to their relative rank ; officers of the volunteer forces and militia in the service of the United States and officers of foreign services are saluted according to rank.

"Salutes are fired only between sunrise and sunset, and as a rule not on Sunday, unless required by international courtesy.

"The national colors must always be displayed at the time of firing salutes."

The appended is from

# REGULATIONS FOR THE ARMY OF THE UNITED STATES, 1904

"The relative rank between officers of the army and navy is as follows, lineal rank only being considered :

ARMY		NAVY
General	with	Admiral
Lieutenant-general	"	Vice-admiral
Major-general	"	Rear-admiral
Brigadier-general	"	Commodore <sup>1</sup>
Colonel	"	Captain
Lieutenant-colonel	"	Commander
Major	"	Lieutenant-commander
Captain	"	Lieutenant
First lieutenant	"	Lieutenant (junior grade)
Second lieutenant	"	Ensign

<sup>1</sup> The grade of commodore ceased to exist as a grade of rank on the active list in the navy of the United States on March 3, 1899.

## TRIBUTES TO THE FLAG

## A FEW SELECTED FROM THE MANY

**"MAN** never made and nature never produced anything more beautiful than the American flag." — WILLIAM HENRY HAWORTH, the poet.

"The starry banner speaks for itself. Its mute eloquence needs no aid to interpret its significance. Fidelity to the Union blazes from its stars, allegiance to the government beneath which we live is wrapped in its folds." — REV. EDWARD EVERETT HALE.

"I would be glad if there could be an American flag in every American home. There is inspiration in it. It has a story wrought into its every fold, until each thread has some lesson to tell of sacrifice and heroism. It is the promise of all that we hope for. It is to it and about it that we must gather and hold the affections of our people if these institutions are to be preserved." — BENJAMIN HARRISON.

Daniel Webster in his immortal speech in the United States Senate, January 26–27, 1830, in reply to Robert Y. Hayne, of South Carolina, closed with this grand apostrophe to the flag:

"When my eyes shall be turned to behold for the last time the sun in heaven, may I not see him shining on the broken and dishonored fragments of a once glorious Union; on States dissevered, discordant, belligerent; on a land rent with civil feuds, or drenched, it may be, in fraternal blood! Let their last feeble and lingering glance rather behold the gorgeous ensign of the republic, now known and honored throughout the earth, still full high advanced, its arms and trophies streaming in their original lustre, not a stripe erased or polluted, nor a single star obscured, bearing for its motto no such miserable interrogatory as 'What is all this worth?' nor

those other words of delusion and folly, 'Liberty first and Union afterward'; but everywhere, spread all over in characters of living light, blazing on all its ample folds, as they float over the sea and over the land, and in every wind under the whole heavens, that other sentiment, dear to every true American heart, Liberty and Union, now and forever, one and inseparable!"

What our national flag represents was told in an address delivered by the Reverend Henry Ward Beecher to members of the Fourteenth Regiment of New York State Troops, in 1861. These are his words:

"As at the early dawn the stars shine forth even while it grows light, and then, as the sun advances, that light breaks into banks and streaming lines of color, the glowing red and intense white striving together and ribbing the horizon with bars effulgent; so, on the American flag, stars and beams of many colored light shine out together.

"It is the banner of dawn. It means Liberty; and the galley slave, the poor oppressed conscript, the down-trodden creature of foreign despotism, sees in the American flag that very promise of production of God: 'The people which sat in darkness, saw a great light; and to them which sat in the region and shadow of death, light is sprung up.'

"In 1777, within a few days of one year after the Declaration of Independence, the congress of the colonies in the confederated states assembled and ordained this glorious national flag which we now hold and defend, and advanced it full high before God and all men as the flag of liberty. It was no holiday flag gorgeously emblazoned for gayety or vanity. It was a solemn national symbol. . . .

"Our flag carries American ideas, American history, and American feelings. Beginning with the colonies, and coming down to our time, in its sacred heraldry, in its glorious insignia, it has gathered and stored chiefly this supreme idea: *Divine right of Liberty in men*. Every color means liberty; every thread means liberty; every form of star and beam or stripe of light means liberty; not lawlessness, not license; but organized, institutional liberty—liberty through law, and laws for liberty!

"It is not a painted rag. It is a whole history. It is the Con-



stitution. It is the Government. It is the free people that stand in the government on the Constitution."

"The national ensign, pure and simple, dearer to all our hearts at this moment as we lift it to the gale and see no other sign of hope upon the storm-cloud which rolls and settles above it, save that which is reflected from its own radiant hues,—dearer, a thousand fold dearer to us all than it ever was before while gilded by the sunshine of prosperity, and playing with the zephyrs of peace. It speaks for itself far more eloquently than I can speak for it. Behold it! Listen to it! Every star has a tongue. Every stripe is articulate. There is no language or speech where their voices are not heard. There's a magic in the web of it. It has an answer for every question. It has a solution for every doubt and every perplexity. It has a word of good cheer for every hour of gloom or of despondency. Behold it! Listen to it! It speaks of earlier and later struggles. It speaks of heroes and patriots among the living and among the dead. But before all and above all other associations and memories, whether of glorious men or glorious deeds or glorious places, its voice is ever of union and liberty, of the constitution and the laws. Behold it! Listen to it! Let it tell the story of its birth to these gallant volunteers as they march behind its folds by day, or repose beneath its sentinel stars by night. Let it recall to them the strange, eventful history of its rise and progress. Let it rehearse to them the wondrous tale of its trials and its triumphs in peace as well as in war."—ROBERT C. WINTHROP, October 3, 1861.

Charles Sumner, United States Senator for Massachusetts, symbolized the flag, in 1873, in these words:

"There is the national flag. He must be cold, indeed, who can look upon its folds rippling in the breeze without pride of country. If he be in a foreign land, the flag is companionship, and country itself, with all its endearments. Who, as he sees it, can think of a State merely? Whose eye, once fastened upon its radiant trophies, can fail to recognize the image of the whole nation? It has been called 'a floating piece of poetry;' and yet I know not if it have any intrinsic beauty beyond other ensigns. Its highest beauty is in what it symbolizes. It is because it represents all, that all gaze at it with delight and reverence. It is a piece of hunting

lifted in the air; but it speaks sublimely, and every part has a voice. Its stripes of alternate red and white proclaim the original union of thirteen States to maintain the Declaration of Independence. Its stars, white on a field of blue, proclaim that union of States constituting our national constellation which receives a new star with every new State. The two together signify union, past and present. The very colors have a language which was officially recognized by our fathers. White is for purity; red, for valor; blue, for justice; and altogether — bunting, stripes, stars and colors, blazing in the sky — make the flag of our country, to be cherished by all our hearts, to be upheld by all our hands.”

George F. Hoar, United States Senator for Massachusetts, spoke, in 1878, of the beauty of our flag in these eloquent words:

“ I have seen the glories of art and architecture, and mountain and river; I have seen the sunset on Jungfrau, and the full moon rise over Mont Blanc; but fairest vision on which these eyes ever looked was the flag of my country in a foreign land. Beautiful as a flower to those who love it, terrible as a meteor to those who hate it, it is the symbol of the power and glory, and the honor of fifty millions of Americans.”

The appended patriotic words were spoken by Henry Waterson before the Grand Army of the Republic, at Louisville, in September, 1895:

“ And the flag! God bless the flag! As the heart of McCallum More warmed to the tartan, do all hearts warm to the flag! Have you upon your round of sight-seeing missed it hereabouts? Does it make itself on any hand conspicuous by its absence? Can you doubt the loyal sincerity of those who from housetop and roof-tree have thrown it to the breeze? Let some sacrilegious hand be raised to haul it down and see how many graybeards who wore the gray coats will rally to it! No, No, comrades; the people *en masse* do not deal in subterfuges; they do not stoop to conquer; they may be wrong; they may be perverse; but they never dissemble. These are honest flags with honest hearts behind them. They are the symbols of a nationality as precious to us as to you.

They fly at last as Webster would have had them fly, bearing no such mottoes as, 'What is all this worth?' or 'Liberty first and Union afterwards,' but blazing in letters of living light upon their ample folds, as they float over the sea and over the land, those words dear to every American heart, 'Union and Liberty, now and forever, one and inseparable.'"

General Joseph Wheeler, the hero in gray and the hero in blue, says :

"There are two things the American people reverence. First, their God, and second, their flag. A word against either will bring down condemnation."

"The flag of a free country does not take care of itself. Whether it shall command respect or not is to be determined by the quality of the Nation's life. It rests with all the people, — it is for us and those who shall come after us, to say whether its ancient glory shall play about it still. What mighty deeds have responded to its inspirations! What noble martyrdoms have been won beneath its folds! It is a beautiful and a hallowed emblem, — this starry ensign of our nationality. In alien lands, — in distant seas, — the heart leaps up to see it float on high. It speaks at once of aspirations and of achievement, — it stands at once for memory and for hope. It is a pledge, — it is the Solemn Covenant of our common liberties. It is a badge of brotherhood and of a common destiny. It links together, by an indissoluble tie, with the Nation's past and future, the whole mighty family of her living sons. It should stand for majesty and might. It should stand for purity and justice and honor. A little lowering of the patriotic standards, — a little blunting of the national conscience, — a little falling off in the collective honor of the people, — and that generous pride with which we hail its lustrous folds lapses into the blind idolatry of emblem-worship, — a heartless and a hollow sham. Who would look up to it when he could no longer say 'See the proud emblem of my Country's honor; I know no purer love!' If we would respect the majesty of the flag, we must keep it the badge of worth as well as the badge of power, that all men, unchallenged, shall make haste to pay obeisance to it." — From letter of Honorable Robert S. Rantoul, President of Essex Institute, Salem, Massachusetts, February 28, 1900.

At a recent reunion of Southern veteran soldiers, who had served both in the Mexican and Civil wars, a beautiful compliment was bestowed upon the flag of our country. One speaker at the close of his address, pointing to the Stars and Stripes which was floating above him, gave the following toast :

“ Under this flag, we once fought, and  
It was victorious,  
Against this flag, we once fought, and  
It was victorious ;  
Again it is our flag ; may it ever  
Be victorious.”

The toast was given cordial and unanimous approbation. Mason and Dixon's Line ceased to be a sectional boundary forty years ago.

These are the words spoken at the government school at West Point in July, 1904, by General Horace Porter, then American ambassador to France :

“ The flag of our country is not simply a piece of bunting, which can be purchased for a few dimes in the nearest shop ; it is not a mere cluster of brilliant colors ; it is the emblem of dignity, authority, power. Insult it and millions will spring to its defense. In this free land there is no sovereign, no crown ; our sole emblem of fidelity to country is the flag.”

## HONORING THE FLAG

**W**E are inspired with patriotism when we see our soldiers and sailors salute our national flag, and the roughest of them feel that they are honoring themselves in thus paying respect to it. It is the proud and sacred emblem of our great republic and as such it should have the reverence and honor of every citizen.

The custom of uncovering, as their national flag is borne past them, has long been in vogue with the people of many foreign countries, and the rare observance of that act of respect to our flag cannot be from lack of patriotism. During the Civil War and again in the time of the Spanish-American War, men found themselves impulsively uncovering as the flag was borne past them. The significance of the Starry Banner should not be forgotten in time of peace, and the reverence and honor that are its due should be shown at all times.

Our duty to the most beautiful flag on earth and the one that stands for some good things that no other national emblem represents is told in the following verses:

## THE OLD FLAG.

Off with your hat as the flag goes by!  
And let the heart have its say;  
You're man enough for a tear in your eye  
That you will not wipe away.

You're man enough for a thrill that goes  
To your very finger tips;  
Ay! the lump just then in your throat that rose  
Spoke more than your parted lips.

Lift up the boy on your shoulder, high,  
And show him the faded shred —  
Those stripes would be red as the sunset sky  
If Death could have dyed them red.

The man that bore it with Death has lain  
 These twenty years or more ;  
 He died that the work should not be in vain  
 Of the men who bore it before.

The man that bears it is bent and old,  
 And ragged his beard and gray, —  
 But look at his eye fire young and bold  
 At the tune that he hears them play.

The old tune thunders through all the air,  
 And strikes right into the heart ; —  
 If ever it calls for you, boy, be there !  
 Be there, and ready to start.

Off with your hat as the flag goes by !  
 Uncover the youngster's head !  
 Teach him to hold it holy and high,  
 For the sake of its sacred dead.

HENRY CUYLER BUNNER.

## FLAG LEGISLATION

**T**HERE is no national law to prevent the abuse and desecration of the United States flag. Many efforts for the passage of such a law have been made, and no good reason why it has not been enacted can be given. Some of our foremost statesmen for many years have strongly urged the necessity of preventing the desecration of our national emblem. It is said that the United States of America is the only nation that permits the desecration of her emblem. No other national government allows its flag to be used for advertising purposes, or other improper uses.

In 1863, President Lincoln and Secretary of State William H. Seward, sent to Congress an earnest protest against the desecration of our flag, advocating the legal protection of the national colors. Presidents Grant, Cleveland, Harrison, and McKinley were advocates of a national law to protect our flag from improper uses, and President Roosevelt expresses his wish by saying: "I cordially hope that there will be national flag legislation."

General Grant was strongly opposed to placing the names of candidates for political office upon our national flag. When he was first nominated for the presidency in 1868, he saw suspended over a street in Galena, Illinois, a flag with the names of Grant and Colfax attached to it. He at once requested that it be taken down or the names removed, saying: "There is no name so great that it should be placed upon the flag of our country."

Honorable S. S. Cox, of New York, introduced the first flag bill in the National House of Representatives on April 15, 1878. On January 7, 1880, Mr. Barber introduced a bill in the House to prevent the use of the United States flag for advertising purposes.

To the Milwaukee Chapter, Daughters of the American Revolution, belongs the honor of being the first patriotic association to seek the passage of a law by Congress, that would provide penalties for the desecration of our national emblem. On the 4th of December, 1896, a resolution was adopted, requesting all chapters of the organization to unite in a petition to Congress, to enact a law providing penalties for any disrespect shown to the flag of our country, and making it a misdemeanor to place upon or attach to the flag any political or other device of any kind.

In response to this movement, on December 18, 1897, a bill was introduced in Congress. Since that time the Sons of the American Revolution, the Grand Army of the Republic, the Military Order of the Loyal Legion, the Society of Colonial Wars, and other patriotic societies have been prominent in the widely extended effort to induce Congress to enact flag legislation.

The American Flag Association was organized in New York City on February 17, 1898. The object of the association is the fostering of public sentiment in favor of honoring the flag of our country, preserving it from desecration, and initiating and forwarding legal measures to prevent such desecration. The organization consists of the flag committees of patriotic, military and civic societies throughout the United States. About sixty of these societies are represented at the present time. There is also provision made for the admission of members-at-large, persons of any age or either sex being eligible.

Ever since the organization of this association it has been incessant in its efforts to have national legislation to prohibit and punish the desecration of our flag. Besides the influences that are brought to bear upon members of Congress, the association appoints committees to aid in securing the passage of a law by the various States and Territories.

During the past few years many flag bills have been introduced in both Senate and House, the majority of which have perished in the pigeonhole of some committee.



General Nelson A. Miles says :

" I have frequently noticed the vulgar desecration of our country's sacred emblem by those who should hold it in highest esteem, though I must say I believe this has come more from a commercial spirit than from any lack of true patriotism. Let the question of inculcating love of flag and country be taken up more seriously by our educators, and while patriotism should be spontaneous, and cannot be legislated into the hearts of a people, I believe that laws should be passed, making it a serious and punishable offense to desecrate or pervert for any improper use the sacred symbol of our glorious republic."

Admiral George Dewey expresses his opposition to improper uses of the flag in these words :

" I have always been opposed to the desecrating of the flag in any form whatever, and I have seen during my service in the navy great advances in the respect shown it even by our sailors. In the olden days it was not uncommon for a flag to be folded and used as a cushion in a boat, but this would not be thought of at the present time. Indeed the flag is now regarded as a most sacred object in the navy, and on board ship, whenever it is hoisted, all work stops, all hands stand silent and every officer and man salutes. I hope that the day is not far distant when all people shall cease to abuse or desecrate the flag of our beloved country."

The Commissioner of Patents, in 1902, ruled that the United States flag, and the portrait or name of the president, or any of his family could not be used as a trademark. In March, 1903, he extended this ruling to prevent the use of the national shield as a trademark, holding that the introduction of the national colors in trademark designs is against the public policy, cheapening the emblem in the eyes of the people, and taking from it its patriotic significance and sanctity.

More than two-thirds the entire number of States and Territories have passed laws to prevent and punish the desecration of the United States flag. The provisions of these laws are various. The uniform policy of the State and territorial legislatures has been to protect the flag from desecration.

Several laws require that an American flag shall be displayed over or in front of every schoolhouse. Some laws provide that the United States flag must be displayed at voting places.

Subjoined are the names of thirty-three States and four Territories that have passed a flag law, given in the chronological order of their approval. Some of these laws, not mentioned below, did not take effect on the day of approval, and a few of them have been amended.

South Dakota, 1897.	Rhode Island, 1902.
Minnesota, 1897.	Maryland, 1902.
Pennsylvania, 1897 and 1907.	Ohio, 1902.
Vermont, 1898.	Utah, 1903.
New York, 1899 and 1905.	New Mexico, 1903.
California, 1899.	Missouri, 1903.
New Hampshire, 1899.	Delaware, 1903.
Maine, 1899.	Nebraska, 1903.
Massachusetts, 1899 and 1909.	New Jersey, 1904 and 1912.
Connecticut, 1899.	Porto Rico, 1904.
Illinois, 1899.	Idaho, 1905.
Arizona, 1899.	Wyoming, 1905.
Iowa, 1900.	Oklahoma, 1905.
Oregon, 1901.	Kansas, 1905.
Indiana, 1901.	Montana, 1905.
Washington, 1901.	North Dakota, 1905.
Colorado, 1901 and 1905.	Nevada, 1907.
Wisconsin, 1901.	Louisiana, 1912.
Michigan, 1901.	

Three of these Territories, Oklahoma, New Mexico, and Arizona, have since been admitted into the Union.

## THE FLAG OF TRUCE

**T**HE custom of exhibiting, or carrying, a white flag during a battle, by one of the hostile parties, when a cessation of hostilities is desired, was established by the Roman Catholic Church several centuries ago. It was very generally adopted, and instances where a flag of truce has been fired upon have been very rare with civilized nations during recent years.

The interesting story of the adoption of this emblem by the Church appeared in *The Working Boys and Orphan's Bouquet*, Boston, of March 1, 1900.

“An exchange of prisoners under a flag of truce took its rise, as an institution, in the tenth or eleventh century. ‘La paix et la trêve de Dieu’ (The peace and the truce of God) was an agreement between the turbulent barons and the Church, as severe injury and loss was most frequently the result of the private warfares which constantly waged. To protect itself somewhat, but more especially as the guardian of justice and the preservation of moral order, the Church established a system which has exercised a beneficent influence down to this day.

“The agreement stipulated a cessation of hostilities on certain festivals and saints’ days and from Saturday to Monday. The barons and warrior class pledged, during the time of war, to extend full protection to women, pilgrims, priests, monks, travelers, merchants and agriculturists, to abstain from the destruction or injury of farm implements, the burning of crops, and the killing of live stock of the peasants. Penalties in violation of this agreement comprised money fines, bafflings, banishment, and excommunication. Originating in the south of France this system was extended and adopted throughout the whole of France, Italy, Spain, Germany, and England, and, in 1095, Pope Urban II proclaimed its universal extension throughout Christendom.

"The crown, in time, assumed this protective power, and the phrase was changed to 'La paix et la trêve du Roi,' or 'The peace and the truce of the king.' The republics recognized the time-honored institution, and the simple unfolding of a white cloth will instantly cause a cessation of hostilities.

"The adoption of a white emblem appears to be lost in tradition, as authorities do not reveal it. Doubtless it is similar to, or may have arisen through, belief in the white Samite which shielded the Holy Grail from the gaze of unbelievers. Emblematic of purity, associated with mythical knights of the Round Table, and used in the Crusades, it is probable that this sacred truce flag may have originated from the Samite of the Holy Grail.

"Some of the conditions surrounding it at the present time are worthy of consideration, viz: The admission of the flag of truce can not be insisted upon; unnecessary frequency of presentation is avoided, owing to the possibility that an unfair advantage may be taken; if presented during an engagement firing is not required to cease; nor, if the bearer be killed or wounded, is there ground for complaint. The truce emblem can be retained, if admitted, during an engagement. In naval combats the ensign is run up with the national flag of the enemy and, indeed, upon land as well. Penalties are incurred if the truce emblem be wrongfully used, the severest being the ignominious death of a spy."

While the white emblem has a universal recognition to-day, no regularly made flag of truce is ever provided for the army and navy of the nation. When occasion arises for its use it is improvised from whatever material that may be at hand, such as sheets, tablecloths, shirts, handkerchiefs, towels, and pieces of cloth that are or have been white.

A damask towel, now brown with age, was hung out from Fort Lee, at Vicksburg, as a flag of truce. Will C. Phipps, of Cincinnati, Ohio, has a fragment of this relic with this inscription: "Piece of the flag that surrendered Fort Lee, Vicksburg, July 4, 1863." He speaks of the incident as follows:

"I was a member of Company A, Eleventh Indiana Volunteers, during the siege of Vicksburg, and our company was almost im-

mediately in front of Fort Lee, one of the strongest forts that guarded the city. I often did picket duty, and on such occasions our picket lines and those of the enemy were so close together that we talked back and forth with each other.

“There was an understanding between us that there should be no firing at night, and we got so chummy with the ‘Johnnies’ that we discussed the war, the probabilities of the city holding out and other things as familiarly as though we had been messmates instead of enemies who might fire upon each other the next day.

“One night, I remember, there was a contention between us and the rebels as to how far our picket lines extended, for when the rebel pickets came out they declared that we were on their lines, and we, of course, contended that we were not. Finally the officers of the day on each side were called to settle the dispute, and, as neither would give way, we marched up and down side by side all night.

“On the morning of the surrender the damask towel was hung out from Fort Lee, and soon after it appeared, A. J. Williams, a member of our mess, ran to the fort and took it down. When he returned with it we cut the towel, which was about three and a half feet long, into pieces six by twelve inches, and they were distributed among us as far as they would go. I wrote the inscription on my piece of the flag of truce and sent it home to my mother, and it has been kept as a souvenir of the surrender ever since.”

The late General John B. Gordon, of the Confederate army, often related with relish a grimly humorous incident of the battle at Appomattox. The General said that when the end came he ordered the chief aid to take a flag of truce to the Union commander.

“We have no flag, sir,” said the aid.

“Take your handkerchief and tie it to a stick.”

“I have no handkerchief, General.”

“Tear off your shirt, then.”

“There is not a white shirt in the army, General. I have a flannel one, but it is far from white.”

Robert Moorman Sims, born December 8, 1836, in Lancaster County, South Carolina, who enlisted as a private in Captain

John D. Wylie's company, Ninth South Carolina Infantry, commanded by Colonel James D. Blanding, and was serving at the time of Lee's surrender as adjutant of Longstreet's corps, bore the last flag of truce at Appomattox. Mrs. A. I. Robertson of Columbia, South Carolina, tells the story of this flag in the *Confederate Veteran* of September, 1899, in these words :

"The following description of the event is by a soldier of the One Hundred and Eighteenth Pennsylvania Volunteers :

" 'At a maddening gait a single horseman dashed up the lane toward the Union lines and struck them immediately in front of the One Hundred and Eighteenth. As he rode he swung violently above his head an oblong article, white in color. As he drew nearer a red border was plainly seen around its edges. It was, in fact, a towel improvised into a flag of truce, and the two great armies, that for four years had so fiercely contended for the mastery, were at last brought to terms in this quiet Virginia vale. This towel had been purchased by Colonel Sims, a short time before, in Richmond for \$40 in Confederate money. It is now in possession of Mrs. Gen. Custer.' "

"In a letter written by Colonel Sims to a member of the One Hundred and Eighteenth Pennsylvania Volunteers twenty years afterwards, in regard to the flag of truce, he stated :

" 'I did not exhibit the flag until near your line, consequently was fired upon until I got to or very near your people. I went at a full gallop. . . . At the head of the column we met General Custer. He asked : 'Who are you, and what do you wish?' I replied, 'I am of General Longstreet's staff, but am the bearer of a message from General Gordon to General Sheridan, asking for a suspension of hostilities until General Lee can be heard from, who has gone to meet General Grant to have a conference.' General Custer replied : 'We will listen to no terms but that of unconditional surrender. We are behind your army now, and it is at our mercy.' I replied : 'You will allow me to carry this message back ?' He said : 'Yes,' and directed two officers to go with me. We rode back to Gordon in almost a straight line. . . . Just after I left Custer he came in sight of our lines. He halted his troops,

and, taking a handkerchief from his orderly, displayed it as a flag, and rode into our lines.' ”

In 1876 Colonel Sims was elected Secretary of the State of South Carolina, and served three terms. He died December 9, 1898.

## DISPLAYING FLAGS AT HALF-MAST

**I**T is said that the custom of flying a flag at half-mast high, as a mark of mourning and respect, arose out of the old naval and military practice of lowering the flag in time of war, as a sign of submission. The vanquished always lowered his flag, while the victor fluttered his own flag above it from the same staff. To lower a flag, therefore, is a token of respect to one's superior, and a signal of mourning and distress.

It is said that in the seventeenth century Spanish ships displayed a flag at half-mast as a signal of distress. The half-masted flag has long been the recognized sign of mourning.

The "Regulations for the Army of the United States, 1904," says :

"When the flag is displayed at half-mast it is lowered to that position from the top of the staff. It is afterwards hoisted to the top before it is finally lowered."

The half-staff position is not prescribed in these regulations

To place a flag at half-mast does not mean that it should be lowered half way from the top. Some drop it just the width of the flag, while others prefer to lower it twice its width, but the flag should never be dropped so far that any part of it can touch the ground.

Good rules for half-masting were published in the *Boston Globe*, of September 20, 1901, under the signature of "The Postoffice Flag Man."

"A regulation flagstaff always has a top-mast, which is one-half the length of the main-mast, and a flag half-masted should be one-half of the top-mast, which would be one-sixth of the whole, where there is no top-mast. An excellent rule is, with a flag in proper



proportion to the staff, to hoist it chock to the block and then drop it just the width of the flag.

“The purpose of hoisting it chock is that in hoisting through the block the turns in the halyards throw down and twist into the flag, but by hoisting it chock and then dropping it these turns will come out, leaving the flag so hung smooth. When the flag is out of proportion with the staff, as many of those household ones are, they should leave a flag nearer the truck than the base, if it is not more than three inches.

“If these rules were followed the flags would make a very much better appearance.”

## IMPROVISED FLAGS

**T**HE first Stars and Stripes displayed in the face of an enemy was improvised and raised over Fort Stanwix, New York, on the 3d of August, 1777, where it continued to float defiantly for twenty days, when the British forces raised the siege.

An account of this flag and the stories of several other improvised ones are given elsewhere in this book. Many occasions have arisen, both in time of war and peace, where in the absence of a flag one has been fashioned from such materials as were at hand, to meet the exigency of the time. Some of the most interesting of such events occurred during the Civil War.

The *Boston Globe* of July 4, 1903, gave an account of a unique flag, accompanied by its picture. Following is a condensation of the story:

"Among the prisoners taken by the Confederates at the battle of Malvern Hill were about twenty-five men of the Ninth Massachusetts infantry, including Timothy J. Regan, a member of Company E. They were sent to the famous old tobacco warehouse, known as Libby prison, and there confined in one of the smaller rooms.

"The Fourth of July, 1862, was very near at hand, and Regan, who had recently come to the United States from Wales, conceived the idea of getting up some sort of a celebration for the holiday. After some discussion with his companions Regan said, the first essential for the proper observance of the day was the Stars and Stripes, but how to secure a flag was a puzzler, until, as a beginning, he offered his blue flannel shirt as a field for the stars. Other prisoners bought through the guards about four yards each of unbleached white cotton and a very poor quality of red worsted, which were torn lengthwise into strips to form the stripes. Pieces of white shirts were used for the stars which Regan cut out, and the

men set to work to fashion their flag with the needles and thread that they had been permitted to retain.

"The work was slow, as necessarily it must be secretly done, and the flag was not finished until the morning of the Fourth. Then Regan climbed into the rafters, and there unfurled the banner to the delight of the little band of patriots.

"After a speech by Regan, under his breath, an inaudible cheer and a song that could not be heard by the armed guard outside, the flag was taken down, and upon the suggestion of Regan, who had taken the lead from the beginning, it was torn into twenty-two pieces, and a piece given to each of the men who had helped to make it. These pieces were placed inside the clothing of the men and brought away from Libby prison, when they were exchanged.

"Soon after the close of the war it occurred to Regan that it would be highly fitting to get the flag together again, which seemed to every one but him an impossible task, but after a long-continued search it was accomplished. The last piece was not secured until some time in 1897, thirty-five years after the making of the flag, when it was again sewed together by Regan, in Boston, where he lived."

After Regan's death in 1898, in compliance with his request, the flag came into the possession of the Thomas G. Stevenson Post 26, G. A. R., of Roxbury, of which he was a member for a great many years.

The flag is 11 feet 9 inches long and 6 feet 7 inches wide. The canton is 4 feet 2 inches by 3 feet 8 inches and has twenty-four stars. The cloth is much soiled, the flag is ragged at the corners and ends, and it has been mended in several places, all the sewing having been done by Regan.

The Fourth of July, 1863, was celebrated by Union prisoners in Libby prison with speeches, singing, and the display of improvised Stars and Stripes.

Chaplain (now Bishop) Charles C. McCabe, of the One Hundred and Twenty-second Ohio Volunteers, was, with other chaplains and surgeons, captured after the battle of Winchester, where he and his companions had been caring for the Union dead and wounded within the Confederate lines. Having finished their work, they asked for the privilege of going

through the lines, but were told by General Early: "You preachers have done about as much as any one to bring on this war, and I guess I'll send you to Richmond. You have been shouting 'on to Richmond,' and I guess you had better go there now," said Early. And so they went to the Southern capital and Libby prison.

The story of the Fourth of July celebration is told in a letter of October 31, 1902, written by Bishop McCabe to the writer, which is appended:

"As the Fourth of July approached, we prisoners resolved that we would have a great celebration. A regular program was drawn up. Men were appointed to speak, and others to sing. I had charge of the music. I selected my singers, and rehearsed them every day. Everything was in readiness for the celebration except the flag. We had no flag. A man was found with a red shirt on; and another found with a blue shirt on; and one was found that had been white. A tailor took these materials, and made a very good flag out of them. It was hidden away in a chink in the wall, and we waited for the time. On the morning of the day, one of our number went up to suspend our flag from the rafters in Colonel Straight's room. Then the men were summoned. They came in from all parts of the building, and sat them down. Colonel Straight made a speech. He charged us not to cheer, for he said: 'If you cheer, they will know what is going on.' Scarcely had he finished his address when the sergeant of the guard came in and said: 'There can be no celebration here; this must stop.' Glancing up, he caught sight of our flag. 'Some of you take it down,' he said. Nobody obeyed him. He climbed up and took it down himself, and disappeared with it down-stairs and we saw our banner no more. But four days afterwards a colored man came as a prisoner, whose business it was to fumigate the prison every day, and he went through the prison shouting: 'Here's your good Union smoke, without money and without price, all the way from Vicksburg.' 'What do you know about Vicksburg,' we cried. 'Vicksburg has fallen.' I rushed to the window and looked out. I saw boys selling extras. The people who bought them read them, and I could read in their faces that the news was anything but pleasant. Later on in the day, a copy of the paper got into the prison. The man that got it sprang upon

the table and read it. I can give the very words of its principal dispatch :

“ ‘Adjutant-General Cooper :

“ ‘On the fourth day of July, I surrendered the post at Vicksburg to Major-General U. S. Grant of the Federal Army,’ and it was signed by Pemberton. So while we were celebrating the Fourth of July in Libby prison, Grant was celebrating it way down on the Mississippi River, at Vicksburg.”

It would be interesting to know what became of this flag.

“Our national birthday is celebrated under singular circumstances and in strange places, nearly every year, but in none more strange than at North Cape, Norway,  $71\frac{1}{4}^{\circ}$  north latitude, where a party of Americans found themselves on the Fourth of July, 1880. They arrived there in a steamer at 11 o'clock P. M. July 3, and at one minute after midnight guns were fired, and the shrill whistle of the engine responded to the number of stars on the American flag, and loud cheers were given to usher in our nation's holiday. The party then ascended the almost perpendicular cliff (900 feet high) and raised an American flag, made for the occasion by the ladies of the party out of materials purchased at one of the Norwegian towns. It was certainly an extraordinary place for such a celebration, and the first time that a company of Americans ever celebrated the Fourth of July at such an hour and at such a latitude. The midnight sun shone upon the party all the time with dazzling brightness.”<sup>1</sup>

The subjoined account of the display of an improvised American flag in Egypt is from Dr. J. Alonzo Greene, of Laconia, New Hampshire.

“On February 21, 1894, a party of some forty ladies and gentlemen, among the rest Mrs. Greene and myself, found themselves on a small steamer tied up to the bank of the Nile river a thousand miles or more in the interior of Egypt in the Soudan country. It was suggested that a celebration be held on the morrow, Washington's birthday. No American flag was on board, yet the first rays of the morning sun fell next day, probably for the first time in this

<sup>1</sup> Admiral Preble's "History of the United States Flag."

region, on a bright, new American flag, floating from a bamboo pole deeply planted in the sand of the river bank. Although not exactly apropos to the subject, I will state that to produce this flag caused my wife to manipulate her needle and thread rapidly and dexterously until after midnight, and depleted her wardrobe to the extent of four blue handkerchiefs, one red shawl and one white petticoat."

During the Philippine insurrection, Lieutenant J. C. Gilmore and fourteen men of the cruiser *Yorktown* were captured at Baler by the insurgents on the 12th day of April, 1899, and detained as prisoners for more than eight months.

The rescue party commanded by Colonel Luther R. Hare of the Thirty-third Volunteer Infantry made a brilliant march, lasting over five weeks, and found Lieutenant Gilmore and his men abandoned, without food or arms, by the insurgents in the wildest part of Luzon, among the head hunters.

Notwithstanding the dreadful conditions that surrounded them, these men during their captivity had shown their love for the dear old flag by fashioning a rude substitute for the Stars and Stripes out of patches and strips of their clothing and other pieces of cloth.

The following story of this flag is from the *Chicago Record*:

"One of the most thrilling stories of Lieutenant Gilmore's adventures with the Filipinos relates to a flag. The sailors during their imprisonment picked up several odd pieces of cloth, and being skillful with the needle, as all 'jackies' are, they made a United States flag of them. Of course, it had to be done in secret, and when finished it had to be concealed with great caution, because the Filipinos would have been so provoked by finding it that they undoubtedly would have shot the whole party.

"The sailor boys took turns in carrying the flag, each being exposed to the same danger in turn for stated periods, just like the watches they keep on shipboard, although they considered it a glory and honor, and none of them would have yielded his right for a moment. It was remarkable that they were able to conceal it so long, because they had no baggage or trappings, few of them hats or shoes, and their clothing was in tatters. When the prisoners

were sure they were safe and unseen, they would take out the flag and talk about it. A rude piece of work it was, made of strips of cheap cotton sewed together in an awkward fashion, but it represented Old Glory, and under the circumstances anything that resembled it was enough for them."

This unique relic is preserved. In February, 1902, it was shown by General Eugene Griffin at a dinner of the officers of the First regiment of Volunteer Engineers, Spanish-American War veterans, New York City.

## UNIQUE FLAGS

**T**HE American flag has been represented with a variety of materials. Some time ago a Baltimore man made one entirely of acorns. Its design has been traced in colored electric lamps, which make a very brilliant display of Old Glory.

Some years ago a New York jeweler exhibited a copy of the Stars and Stripes wholly composed of precious stones, which was probably the most expensive flag in the world. It was quite small, only 7 inches by 4 inches, but was valued at nearly \$22,000. The seven red stripes were composed of three hundred rubies and the six white stripes were made of the same number of diamonds. The blue field of the canton was shown by three hundred sapphires, while forty-two diamonds were used to represent the stars. Anyone could love that flag.

"Living flags" have been presented on several occasions. While President McKinley and his party, composed of members of his cabinet and others, were at New Orleans on May 2, 1901, en route for San Francisco, one thousand colored students of the Southern University greeted him with waving bits of red, white, and blue bunting so arranged as to make the whole American flag.

A human flag was displayed before President Roosevelt in Portland, Oregon, on May 21, 1903. Three hundred small girls, some in red, some in white, and some in blue, marched up to the reviewing stand in such order that they reproduced the national flag perfectly. They halted, faced the President, and went through a drill which made the flag seem to wave.

At the annual encampment of the G. A. R. in Cleveland, Ohio, on September 11, 1901, the veterans were greeted with a reproduction by children of the national emblem. The hu-



man flag had been planned by a G. A. R. committee, and a stand especially constructed for it at the head of the court. It was the first thing to catch the eyes of the marching force swinging into the lower end. In the upper left hand corner was a large square of big white stars on a ground of blue. Below, as well as to the right of it, stretched the alternate red and white stripes, the whole being composed of 2,500 children in red, white, or blue. The children sang patriotic songs as the veterans passed in review.

At two other annual Grand Army parades a "living flag" has been presented, the second display being at St. Paul. The most elaborate of these reproductions of the Stars and Stripes was shown in Boston on the 15th of August, 1904.

The flag stand, 120 by 60 feet, was erected on Tremont street mall, directly opposite Temple place, and furnished seats for 2,200 children. It had a background of trees, making it the most beautiful "living flag" picture ever seen in this country.

Besides the children that were gathered from the public and parochial schools of Boston, there were one hundred children of veterans living in neighboring towns. For several weeks they were trained in singing patriotic songs.

The flag had eighty-five rows of children in it, seated according to size, the smallest in front. The stripes of alternate red and white were made up of two rows of girls dressed in those colors. The field of blue for the canton was represented by boys wearing that color, forty-five of them carrying the white stars in such a way as to give the impression that they were resting on a base of blue.

The children were divided into two sections, each section singing a few songs together.

The opening selection, sung just as the head of the column of marching veterans appeared, was "The Star Spangled Banner," which was followed by several other songs, including "Dixie" and "My Maryland."

It rained just before the parade was over, but the colors of the "living flag" did not run.

The subjoined account of a flag with a unique history was printed in the *Boston Sunday Herald*, of September 15, 1901. This flag has the distinction of having been displayed only as an emblem of mourning for the death of a president. The article was dated Newport, Rhode Island, September 14.

"A flag, displayed by Mrs. Agnes Thompson as a token of mourning for the death of President McKinley, has a history. It was made in 1865, in Calvert County, Md., by a southern woman, a strong secessionist, who had said she was glad that President Lincoln was dead, and that she would not display a flag, as ordered by the military commander of the district.

"An officer gave her the option of displaying a flag within a certain time, or of being arrested. She yielded, drove five miles to a country store, procured such material as was then available, made the flag and displayed it. The materials are not such as one usually sees in flags, as is to be expected from the source of supply, but the sewing shows that the maker was an expert seamstress.

"She afterward moved to Baltimore, where Mrs. Thompson secured it in payment of a debt, and has shown it but twice since, on the occasion of mourning for President Garfield, and now for President McKinley. The flag is six by four feet and has 34 stars."

#### COMBINATION FLAGS

In 1857, and again in 1858, while making attempts to lay the cable between Newfoundland and Ireland, the United States frigate *Niagara* wore a flag that is half American and half British. This flag is 45 feet long and has a triangular division of the flags of the two countries. It was made under Cyrus W. Field's immediate direction, and in addition to waving from the *Niagara*, it floated from the *Great Eastern* in 1866 and 1867, when the second cable was laid.

In March, 1901, Mrs. Isabel Field Judson presented this flag to the National Museum, Washington, D. C., to complete an already fine Field collection then in the museum.

A double flag, representing the United Kingdom and the United States, flies over Skibo castle, Scotland. Andrew

Carnegie, after purchasing this estate, was rather uncertain at first as to the flag he would use at Skibo castle.

"If he selected the Stars and Stripes he would offend his neighbors. 'But I 'm an American, and why not?' said Mr. Carnegie.

"In a moment of meditation he considered what would be the result. If he placed the British flag at the mast of the castle, then he might offend his loyal friends across the water. As a compromise he had made a flag on one side of which were the Stars and Stripes, and on the other the Union Jack."<sup>1</sup>

#### THE STARS AND STRIPES AND UNION JACK

During the war which the Britons waged to suppress the Boer Republic in South Africa, the American hospital ship *Maine* was furnished and fitted out from funds contributed in this country, an act of charity that was highly appreciated by Queen Victoria. And well the Queen might be pleased, and also surprised, at the generosity of the American women, for the hospital ships *Relief* and *Missouri* that were in service during the Spanish-American War, which resulted in the establishment of the Republic of Cuba, were owned and equipped by the United States government.

When the *Maine* sailed from London for Cape Town on December 23, 1899, the Red Cross flag floated from the foremast, the Queen's ensign from her main, and the Stars and Stripes from her mizzen. The flag presented to the ship by the Queen was an immense Union Jack with a red cross in its centre.

It was a unique display of flags, for never before had a ship sailed under the Stars and Stripes, the Union Jack and the Red Cross flag.

#### THE LARGEST FLAG IN THE UNITED STATES

Several American flags have been notable on account of their large dimensions.

After the fall of Fort Sumter, Archbishop Purcell caused to be unfurled from the point of the spire of the Roman Catholic

<sup>1</sup> Manchester, N. H., *Union*, May 15, 1905.

cathedral, Cincinnati, 225 feet in the air, a flag that was 90 feet long and broad in proportion.

A flag was made in New York City for the especial purpose of raising it in Havana, on January 1, 1899, the day that the Spanish flag disappeared forever as an emblem of ownership and control in America, which was 120 feet in length and 43 feet and 4 inches in width.

The Pension Department, Washington, has a flag that had the honor of flying alone from the Eiffel Tower, Paris, on the 4th of July, 1900, which is 50 feet long and 26 feet wide.

A flag with a 75 feet fly and 50 feet hoist draped the monument to the soldiers and sailors of the Civil War, erected by the city of New York at Riverside Drive and Nineteenth street, on the 30th day of May, 1902, the day of its dedication. It hung from the dome and covered the east wall of the monument, and there being a stiff breeze it was held in position, until the time for hoisting, by sailors from the United States warships *Alabama* and *Kearsarge*.

Messrs. C. W. and A. A. Stoughton, the architects of the monument, informed me that the flag was loaned for the dedication services by Messrs. Arnold, Constable & Company. Its expense was subscribed by the employees of that dry-goods firm, and it was displayed in 1896 during the McKinley and Hobart campaign, and has been used on important occasions since, stretched across Fifth Avenue.

The largest Stars and Stripes ever floated in the United States was made by Miss Josephine Mulford, of Madison, New Jersey. This flag was made during the Spanish-American War, to be sold by subscription and presented to the nation by the subscribers in honor of our victorious army and navy. The proceeds were to be used in paying off a mortgage on her mother's home.

Miss Mulford, from overwork and worry, passed away before her desire could be accomplished. She died at All Souls' Hospital, Morristown, New Jersey, on June 16, 1900.

The appended was published in a circular, a copy of which

was furnished by Mrs. Ellen Mulford, mother of Josephine, a few days before her death.

"The flag was designed and entirely hand made by Miss Josephine Mulford, of Madison, N. J., during the late war between the United States and Spain. Each stitch represents a soldier in the Army and Navy of this war, the flag containing three hundred and twenty-five thousand stitches, counted by Miss Mulford while sewing them.

"The flag measures one hundred feet fly by sixty-five feet hoist. The blue field is forty by thirty-five feet. Each star measures two feet eight inches across. The stripes are five feet wide. The bunting, extra width and quality, was manufactured especially for the flag. It is sewed with the best made silk.

"The forty-five Stars are embroidered with the names of the States which they represent, also the date of their admission into the Union, and arranged upon the field in the order they were admitted.

"Miss Mulford made five of the Stars in the historic places of the States which they represent, as follows: 'The Pennsylvania' Star was made in Philadelphia, partly in the house of Betsy Ross, in the very room in which she made the *first* American flag in 1776 (1777); at Carpenter's Hall, in the room where the first Continental Congress met; and partly while sitting in Hancock's chair at Independence Hall, the chair he sat in while he signed the Declaration of Independence. The Star 'New Jersey' was made in Washington's Headquarters at Morristown. The 'Maryland' Star was made at Fort Mchenry, in honor of Francis Scott Key's Flag—our everlasting 'Star Spangled Banner.' The Star 'Virginia' was made in the 'Lafayette Room' at Washington's Home, Mount Vernon. The 'New York' Star represents two of our victories. It was made partly in the 'Long Room' at Fraunce's Tavern, where Washington bade farewell to his officers after the Revolution, and partly on board the Flagship, *New York*, of our victorious squadron of the late war.

"On the halyard canvas Miss Mulford has embroidered the following letter:

#### "TO OUR VICTORIOUS ARMY AND NAVY

"While making this flag I have followed you with my thoughts and needle all through the late war and taken a stitch for each one

of you. I felt confident from the beginning that you would overcome all difficulties and return, as you *have*, still under the glorious Stars and Stripes, for which I am truly grateful; and I would like the people of our country to present this flag to the Nation which you have so nobly preserved as a Thanksgiving to you all.

“JOSEPHINE MULFORD.”

This flag was floated from the New Jersey building on Flag Day and also D. A. R. Day at the Pan-American Exposition, Buffalo, 1901. It is now in the custody of Mrs. M. A. Peters, of 47 West Thirty-second street, New York. It is for sale and valued at five thousand dollars. Should it be sold it is proposed to erect a monument over the grave of Miss Mulford.

During the G. A. R. encampment at Denver, Colorado, in September, 1905, an American flag, which was claimed to be the largest Stars and Stripes in the world, was displayed across the front of one of the large department stores on Sixteenth street. It is 115 feet long and 55 feet wide, the canton is 28 by 35 feet, the stripes 4 feet 2 inches wide, and the stars 2 feet high. Its making required 1,450 yards of bunting and it weighs about 500 pounds. It cost over \$800.

A correspondent of the New York *Sun* in speaking of this flag, said: “That flag is not the biggest American flag in the world, because to my certain knowledge there is one in the American Club in Mexico City that is 150 feet long, and, I think, 60 or 70 feet wide.”

The Denver flag does not contain so many square feet as the Mulford flag.

## ORIGIN OF THE NAME OF "OLD GLORY"

**T**HE identical flag so named is now in the Essex Institute, Salem, Massachusetts. The Honorable Robert S. Rantoul, president of that society, tells the interesting story of when, and by whom, the Stars and Stripes was first designated "Old Glory," in a letter written to the writer under date of February 22, 1900. The account follows :

"DEAR SIR:—You ask me for some account of a United States flag in possession of the Essex Institute, and known as 'Old Glory,' which once belonged to Captain William Driver, of Nashville, Tennessee. So far as I know them, the facts are these :

"We received the flag, which is much worn, in May, 1886, from the hands of Captain Driver's niece, Mrs. Harriet Ruth (Waters) Cooke, together with a framed trophy containing a likeness of Captain Driver and several letters. The Captain was born in Salem, March 17, 1803. He removed in 1837 to Nashville, and died there March 2, 1886.

"He commanded, in 1831, the Hermaphrodite Brig, 'Charles Doggett,' and sailed in her from Salem on the famous voyage which resulted, in August of that year, in the rescue of the mutineers of the British ship 'Bounty,' and their restoration to their home in Pitcairn Island. We have the original letter of acknowledgment for this service framed with his picture. Under it is Captain Driver's autograph certificate of its authenticity, bearing date, November 16, 1880, with these words for a headline: MY SHIP, MY COUNTRY AND MY FLAG OLD GLORY. It seems from contemporary proofs which I will give you, that this was an habitual form of designation with Captain Driver as early as 1862. Nobody seems to have come forward claiming to have applied the epithet 'Old Glory' to the United States flag before 1862. It is a fair assumption that the phrase was his.

"A correspondent of the *Philadelphia Press*, in giving a contemporary account of the capture of Nashville in February, 1862, thus alludes to Captain Driver:

"A corporal's guard was sent to the old man's house, where they ripped from the coverlet of his bed an immense flag containing a hundred and ten yards of bunting, and he brought it himself to the Capitol and unfurled it from the flag-staff. Then, with tears in his eyes, he said: 'There, those Texas Rangers have been hunting for that these six months without finding it, and they knew I had it. I have always said if I could see it float over that Capitol I should have lived long enough; now Old Glory is up there, gentlemen, and I am ready to die.'

"In a letter written by Captain Driver, at Nashville, February 27, and printed in the *Salem, Mass., Register* of March 10, 1862, he recounts the occupation of the State Capital by the Federal troops on February 25, alludes three times to the flag as 'Old Glory,' and says, 'The Ohio 6th, the first to land, hoisted their small, beautiful flag on the State House. About an hour after, I carried my flag, 'Old Glory,' as we have been used to call it, to the Capitol, presented it to the Ohio 6th and hoisted it with my own hands on the Capitol.'

"In Captain Driver's letter from Nashville of March 30, printed in the *Register* of April 10, he twice used the words 'Old Glory' to describe the flag, and gives extracts from his journal during the terrible experiences of the siege.

"In Captain Driver's letter from Nashville of April 2, printed in the *Register* of April 21, he five times alludes to the flag as 'Old Glory' and says that the Ohio regiment will carry 'Old Glory' to Montgomery, Ala., and the Gulf, and will raise it over every Cotton State Capitol. In a series of references to the flag printed in the *Salem Register* the last which I have found bearing the date December 8, 1862, repeated allusions to the Federal flag as 'Old Glory' occur, and so often in language communicated by Captain Driver, that he came to be known at that time in the press of this section as 'Old Glory Driver.' So that the evidence is plenary that he made common use of the phrase 'Old Glory' in describing a United States flag in his possession at that time.

"The flag in question has a rare history, and remained with him a cherished relic until 1880, when he presented it to his niece, Mrs. Cooke, with instruction to dispose of it on his death as she saw fit,



and upon that event, six years later, she gave it to the Essex Institute.

"Mrs. Cooke published, in 1889, a genealogical memoir of the Driver family, and gave therein an account of this flag taken from letters written to her by Captain Driver, at Nashville, Tennessee. The flag was presented just on the sailing of the Brig 'Charles Doggett' from Salem in 1831, and did service on that voyage, and at the rescue of the Colony of mutineers of the British Ship 'Bounty' and their descendants at Tahiti. Captain Driver describes the presentation minutely in his letter of April 2, 1862.<sup>1</sup>

"When our Civil War broke out it found him a retired ship-master living at Nashville. He was a pronounced friend of the Union, but he was without sympathy even in his own family. He trembled for his cherished flag, for he had been an outspoken man, and all the city knew his sentiments. 'Old Glory' had always floated from his window on days of public rejoicing. Its history was known and every Confederate felt it to be his mission to get possession of that flag. The house and grounds were searched in vain. The old Captain's seamanship had stood him in good stead. An adept with the needle, he had quilted the flag into his comforter, and it had been his congenial bedfellow. On February 25, 1862, Federal troops entered Nashville, and the stress was over. The Stars and Stripes resumed their place over the State Capitol. When Captain Driver saw this he hastened home, released 'Old Glory' from its snug retreat, and obtained permission to raise the historic ensign with his own hands in place of the smaller Regimental colors which had been run up on the State House flag-staff. He was given an escort and protection in transferring the sacred relic from its hiding place to the dome of the Capitol. No little enthusiasm was evoked, in that frenzied hour, at this somewhat perilous adventure.

"That night the winds and bullets were busy with its folds, and

<sup>1</sup> Mrs. Cooke tells in the Driver memoir the story of the naming of the flag, in these words:

"Just before the brig left Salem a young man at the head of a party of friends saluted Captain Driver on the deck of the *Doggett*, and presented him with a large and beautifully made American flag. It was done up in stops, and when sent aloft and broke out to the air, Captain Driver christened it 'Old Glory.'"

while the Captain, who stayed by his flag, could protect it from Confederate fury, it suffered much from the fury of the elements. The next day he replaced it with a newer and stronger flag which had been secreted with 'Old Glory' and this second flag he presented later to the Ohio 6th, on its marching for the South, and thus saved to the future the interesting relic which we preserve. Captain Driver afterward became Provost Marshal of Nashville, and was honored with many tokens of regard and trust both there and in Salem.

"Very respectfully yours,

"ROBERT S. RANTOUL."

The flag presented by Captain Driver to the Ohio Sixth was carried by that regiment until the close of the war. While on the way home it was placed in the headquarters baggage wagon, where a mule nosed it out and ate at least one-half of it. It is not known what ever became of the remnant.

Having mentioned in a letter to a governor of a Southern State that I had the story of "Old Glory," he expressed a wish that I send it to him which I did, and following the mention of the eating of the flag by the mule, I said: "Now, Governor, that must have been a captured mule, for no Northern animal would have dared to eat the Stars and Stripes." He immediately responded expressing the great pleasure the story had afforded him. My declaration about the mule seemed to amuse him very much, and he said if I desired anything from his State it would promptly be sent on application.

## THE NAME OF "OLD GLORY"

By JAMES WHITCOMB RILEY

**I**TS immediate inspiration was the events of the Spanish-American War, but its broad patriotism will appeal to our people throughout the land, at all times and on all occasions. Mr. Riley read this poem at the Iron Brigade banquet, Chicago, in August, 1898, and it was printed in the *Atlantic Monthly* for December of the same year. It appears in this book by the courteous consent of the author.

## I

Old Glory! say, who,  
 By the ships and the crew,  
 And the long, blended ranks of the gray and the blue,—  
 Who gave you, Old Glory, the name that you bear  
 With such pride everywhere  
 As you cast yourself free to the rapturous air  
 And leap out full-length, as we're wanting you to?—  
 Who gave you that name, with the ring of the same,  
 And the honor and fame so becoming to you?—  
 Your stripes stroked in ripples of white and of red,  
 With your stars at their glittering best overhead—  
 By day or by night  
 Their delightfulest light  
 Laughing down from their little square heaven of blue!—  
 Who gave you the name of Old Glory?— say, who—  
 Who gave you the name of Old Glory?

*The old banner lifted, and faltering then  
 In vague lips and whispers fell silent again.*

## II

Old Glory, — speak out! — we are asking about  
 How you happened to "favor" a name, so to say,  
 That sounds so familiar and careless and gay  
 As we cheer it and shout in our wild breezy way —  
 We — the *crowd*, every man of us, calling you that —  
 We — Tom, Dick, and Harry — each swinging his hat

And hurrahing "Old Glory!" like you were our kin,  
 When — *Lord* — we all know we're as common as sin!  
 And yet it just seems like you *humor* us all  
 And waft us your thanks, as we hail you and fall  
 Into line, with you over us, waving us on  
 Where our glorified, sanctified betters have gone. —  
 And this is the reason we're wanting to know —  
 (And we're wanting it *so*! —  
 Where our own fathers went we are willing to go.) —  
 Who gave you the name of Old Glory — O — ho! —  
 Who gave you the name of Old Glory?

*The old flag unfurled with a billowy thrill  
 For an instant, then wistfully sighed and was still.*

## III

Old Glory : the story we're wanting to hear  
 Is what the plain facts of your christening were, —  
 For your name — just to hear it,  
 Repeat it, and cheer it, 's a tang to the spirit  
 As salt as a tear ; —  
 And seeing you fly, and the boys marching by,  
 There 's a shout in the throat and a blur in the eye  
 And an aching to live for you always — or die,  
 If, dying, we still keep you waving on high.  
 And so, by our love  
 For you, floating above,  
 And the scars of all wars and the sorrows thereof,  
 Who gave you the name of Old Glory, and why  
 Are we thrilled at the name of Old Glory?

*Then the old banner leaped, like a sail in the blast,  
 And fluttered an audible answer at last. —*

## IV

And it spake, with a shake of the voice, and it said : —  
 By the driven snow-white and the living blood-red  
 Of my bars, and their heaven of stars overhead —  
 By the symbol conjoined of them all, skyward cast,  
 As I float from the steeple, or flap at the mast,  
 Or droop o'er the sod where the long grasses nod,  
 My name is as old as the glory of God.  
 . . . So I came by the name of Old Glory.

The name of "Old Glory" for our flag seems destined to continue, but some others that have been given it are now rarely mentioned.

When the first ship flying the Stars and Stripes appeared at Canton, China, her flag excited much curiosity among the people. The news was circulated that a strange ship had arrived in port, wearing a flag as beautiful as a flower. Everybody went to see the flower-flag ship. The name of "flower-flag" for our newly adopted national ensign was immediately established in the language, and by it the Chinese continued for many years to designate our flag.

The War of 1812 was fought in defence of sailors' rights to prevent the search of American vessels by British officers to impress our sailors. Commodore David Porter, whose exploits in the Pacific furnishes one of the most remarkable chapters in the history of our navy, flew from the frigate *Essex* an ensign that he appropriately called the flag of "Sailors' Rights." The flag was his own, and was not carried by other vessels. I have never seen a description of its design.

The origin of the names "Star-Spangled Banner" and "Starry Banner," that are frequently used in speaking of our flag, is known to everybody.

## SECESSION FLAGS

ON the 13th of November, 1860, just a week after the election of Lincoln, a torchlight procession paraded the streets of Columbia, South Carolina, and the Stars and Stripes was lowered from the State House, and the palmetto flag raised in its place.

Three days afterward a pine liberty-pole 90 feet in height was erected in Charleston, and a palmetto flag unfurled from its top. The flag had a white field bearing a green palmetto tree in the centre, and underneath it the motto of South Carolina: *Animis Opibusque Parati*: meaning, "Prepared in mind and resources, ready to give life and property."

The flag was given a salute of one hundred guns, and processions filled the streets, carrying banners bearing inscriptions expressing the sentiments of the time.<sup>1</sup>

At a convention of the people of the State, begun and held at Columbia on the 17th day of December, 1860, and thence continued by adjournment to Charleston and there, by several adjournments, to the 20th of the same month, South Carolina led the way to secession by repealing her State act of May 23, 1788, and adopting "An ordinance to dissolve the Union between the State of South Carolina and other States united with her under the Compact entitled the Constitution of the United States of America." This document has recently come to light, and is owned by Mrs. John Robinson of Belvidere, New Jersey.

A banner composed of cotton cloth was displayed back of the president's chair, upon which were devices painted by a Charleston artist named Alexander. The base of the design was a collection of fifteen broken and disordered blocks of

<sup>1</sup> Lossing's "The Civil War in America."

stone, on each of which were the name and arms of a free State, Michigan, Wisconsin, Minnesota, and Oregon not being represented. Rising from this mass were two columns joined by a flat arch formed of three blocks of stone with South Carolina for the keystone, the structure being composed of fifteen perfect and symmetrical blocks of stone, on each of which were the name and arms of a slave state. Standing upon the keystone was Powers's statue of Calhoun, leaning upon the trunk of a palmetto tree and displaying a scroll inscribed with the words, "Truth, Justice, and the Constitution." On the left side of Calhoun was a figure of Faith, and on the right one of Hope. On each side beyond these was the representation of an Indian armed with a rifle. Above these figures, on the segment of a circle, were fifteen five-pointed stars, one for each slave state. Below the arch, in the space between the columns, was the device of the seal and flag of South Carolina; that is, a palmetto tree with a rattlesnake coiled around its trunk, in the attitude of being about to strike, and at its base a park of cannon and bales of cotton and barrels, emblems of the State's commerce. The words, "Southern Republic" were on a scroll fluttering from the trunk of the tree. Underneath the whole design was the prophecy, "Built from the Ruins."

After the adjournment of the convention, which was held in St. Andrews hall, this banner was suspended across the street in front of the hall on Broad street, where it continued to float until it became considerably worn and faded. In 1861, Alexander, the artist, gave it to a cousin of Dr. John S. H. Fogg, of Boston, who, in 1874, presented it to the New England Historic-Genealogical Society. The banner remains in the possession of the society, showing the signs of age and wear, but it is still in fair condition. It is kept in a show case in the building of the society, number 18 Somerset street.

As the symbol of State sovereignty the convention adopted a silk flag with a red field bearing a blue cross on which were set fifteen stars for the fifteen slaveholding States. One of these

stars, central and larger than the others, represented South Carolina. On the red field was a palmetto and crescent.<sup>1</sup>

In anticipation of the action of the Columbia convention the ladies of Charleston purchased material and made what is claimed to be secession's first flag, to help celebrate that momentous event, and hoisted it on the staff of the custom-house, in that city, on the 21st of December. The flag is 8 feet long by 6 feet broad with a Turkey red field bearing a large five-pointed white star near the centre, and a crescent, in white, in the upper corner next to the staff.

This flag was shortly afterward presented to the South Carolina privateer, called the *Dixie*, and floated from her masthead until the spring of 1863, when she was captured by the United States gunboat *Keystone State*. Captain Henry W. Hand, then an under officer, boarded the *Dixie* and hauled down the flag. His commander gave him permission to retain the emblem. His home was in New Jersey, and it is believed that the flag is now in possession of some member of his family, but efforts to learn its present whereabouts have been unsuccessful.

Mrs. Grace G. Cochran, historian of Dixie Chapter, Daughters of the Confederacy, Anderson, South Carolina, writes of this flag as follows :

"It became the naval flag of the Palmetto State, but the design was slightly changed by having the ones for the navy forked on the end instead of square, and was used until the close of the war.

"The public criticized the flag for several reasons, but I believe the main objection was its resemblance to the Turkish flag. It was then remodeled, and our State Legislature adopted it in its changed form as the flag of Sovereignty of South Carolina. In its new form, it had the cross of St. George, in blue, as its main quartering, the cross on the upright, as well as transverse, being studded with white stars, each star to represent a state of the Confederacy. If you

<sup>1</sup> Lossing's "The Civil War in America." "The Confederate Soldier in the Civil War," published by the *Courier Journal* Job Printing Company, Louisville, Kentucky, has a picture of this flag, showing a cross of St. George and a white palmetto tree and crescent in the upper corner next to the staff.



remember, the original had a white star near the centre ; for this a white palmetto tree was substituted in the sovereignty flag."

It is claimed that the flag of the "Secession Guards" was raised over what was known as "The Stanley Building" on Main street, Columbia, before South Carolina had seceded, but no date of the raising is given. This flag is preserved in the State House, Columbia.

Mrs. Samuel G. Stoney in an article on the "Bonnie Blue Flag" published in the September, 1904, issue of *The Keystone*, Charleston, South Carolina, writes of other flags in these words :

"But we are proud to be able to say that South Carolina had not waited for McCarthy to suggest this idea (a single star) to her. The newspapers of the autumn of 1860 speak of many banners flown in Charleston and Columbia, all of them using the star alone or grouped as a type of the States alone or grouped. As early as 1856 Capt. R. C. Davis of Charleston, commander of a sailing vessel, reduced the number of stars on his United States flag to fifteen, saying that some day that would be the right number for the South to use.

"In November, 1860, the whole State was excited and agitated and banners were flown, inscriptions put up and transparencies erected. One of the earliest banners recorded in Charleston was of blue silk bearing a single gold star and was presented by Capt. F. W. Wagener to the German Artillery on Nov. 9th. On the 11th a white flag was cast to the breeze from the flagpole of the *Courier* office on East Bay : this bore a palmetto tree on one side, a single star on the other, with the inscription : 'South Carolina has moved, other States must follow.'

"We find notices in the Charleston *Courier* of that period of several gallant sea captains who flew flags of their own devising, and in one case in hostile waters. This flag, white with a blue palmetto tree and crescent, had a red star added by its brave owner who flew it at the dock in New York in spite of a threatening mob. This flag is in the possession of Mrs. John S. Bird of Charleston, to whom it was given soon after this occurrence.

"On Secession Day itself tiny State flags were worn in Charles-

ton, blue with the white palmetto tree but a white star in place of the crescent, and on the next day a secession flag made by the ladies of Charleston was formally raised over the Charleston Custom House. This flag was eight feet long by six feet broad, made of Turkey red, with a large white star in the centre and a white crescent in the upper corner next the staff. When the *Dixie*, a small blockade runner and privateer, began her career a little later this Secession Flag became her colors.<sup>1</sup>

“Of course, in Columbia the interest and excitement was just as great and its outward expression the same. There the first flag of which we have record was raised over the office of the ‘South Carolinian’ by Dr. R. W. Gibbes. This was a blue flag with a single white star, and a part of it is still in the possession of the Gibbes family. A lady who resided in Columbia at that momentous period speaks of the city as ‘full of secession flags’—so many that the names of those who designed and made them are lost.”

On the 28d of December a railway train came to Columbia from Savannah with twenty delegates of the “Sons of the South,” representing an association composed of three hundred and fifty gentlemen of Georgia. They brought with them their association banner, which was white, with the device of a palmetto tree, having its trunk entwined with a rattlesnake; also five stars, a crescent, and the motto, “Separate State Action.”

Following the night of December 26, during which Major Anderson transferred his small force from Fort Moultrie to Fort Sumter, the State authorities seized all the other forts in the harbor and the United States arsenal, post-office and custom-house in Charleston City. The construction of batteries on Morris and Sullivan’s islands was at once begun, and other preparations made for opening the war, which was inaugurated on the 9th of January, 1861, when the Cadet Battery sent a ball into the water directly in front of the “Star of the West.”

In the meantime the State of South Carolina had organized

<sup>1</sup> The story of this flag is given on a previous page.

and equipped ten regiments, the first preparations for which had been made before in anticipation of her adoption of the ordinance of secession.

The first of these regiments to reach Morris Island was the Second, one company of which, the "Claremont Rifles," carried the only flag possessed by the entire regiment. It was used as the regimental colors during the attack on Fort Sumter, and while there were other company flags there, this is probably the only one now in existence. It is preserved in the State Capitol at Montgomery, Alabama.

In anticipation of the withdrawal of the State from the Union, the Minute Men organized at Charleston and "made the streets gay with their uniforms;" and, when secession became an accomplished fact, hundreds of flags bearing mottoes expressive of the sentiments of the people were flung to the breeze.

Many of these banners were emblazoned with the palmetto tree, which had been adopted as the distinctive insignia of the State, in commemoration of the glorious defence of the rude fortification on Sullivan's Island, made of the trunks of the palmetto, by the few Carolinians under command of General William Moultrie, on June 28, 1776, during the attacks of the British fleet under command of Sir Peter Parker.

A number of flags made by the ladies of Charleston, and presented to military organizations, are spoken of in the issues of the *Charleston Mercury*, published at that time, which also mentions flags that were made and presented by ladies in other sections of the State.

At the convention which met in the Hall of Representatives at Jackson, Mississippi, on the 7th of January, 1861, and passed the ordinance of secession two days afterward, a dramatic incident transpired following the announcement by the Honorable William S. Barry, president of the convention, of the adoption of the ordinance. Mr. C. R. Doxon entered the hall bearing a beautiful silk flag which he handed to President Barry as a present from Mrs. H. H. Smythe and other ladies of Jackson, who had fashioned it. In accepting the flag Pres-

ident Barry announced that it was the "first flag unfurled in the young republic," and the members saluted it by rising, the vast audience present uniting in shouts of applause. Without were heard the salvos of artillery that greeted the new republic. This was the original Bonnie Blue Flag which inspired the popular battle song of the Confederacy.

The convention adopted it as a State flag and it is described as follows: "A flag of white ground, a magnolia tree in the centre, a blue field in the upper left hand corner with a white star in the centre, finished with a red border and a red fringe at the extremity of the flag."<sup>1</sup>

On January 11, 1861, the State of Alabama adopted its ordinance of secession. After the passage of the ordinance, a flag, made by the ladies of Alabama, was displayed in the hall of the convention at Montgomery, and later it floated from the flagstaff of the State House. An account of this flag, from Smith's "Debates of the Convention of Alabama," pages 119-122, was contributed by State Historian Thomas M. Owen, under date of January 31, 1905. Following are extracts from this account:

"It would be difficult to describe with accuracy the scenes that presented themselves in and around the Capitol during this day. A vast crowd had assembled in the rotunda, eager to hear the announcement of the passage of the ordinance. Guns had been made ready to herald the news, and flags had been prepared, in various parts of the city, to be hoisted upon a signal. When the doors were thrown open, the lobby and galleries were filled to suffocation in a moment. The ladies were there in crowds, with visible eagerness to participate in the exciting scenes. With them, the love songs of yesterday had swelled into the political hosannas of to-day.

"Simultaneously with the entrance of the multitude, a magnificent flag was unfurled in the centre of the hall, so large as to reach nearly across the ample chamber. Gentlemen mounted upon tables and desks, held up the floating end, the better thus to be

<sup>1</sup> In a letter from Honorable Dunbar Rowland, Director of the Department of Archives and History, State of Mississippi, November 30, 1904.

able to display its figures. The cheering was now deafening for some moments. It seemed really that there would be no end to the raptures that had taken possession of the company.

"Mr. Yancey addressed the Convention, in behalf of the ladies of Montgomery, who had deputed him to present to the Convention this flag, the work of the ladies of Alabama. In the course of his speech he described the mottoes and devices of the flag and paid a handsome tribute to the ardor of female patriotism.

"The writer has to regret that he has been unable to obtain a copy of Mr. Yancey's speech, and that he has no notes from which he can make a satisfactory report of it.

"Mr. Dargan offered the following resolutions :

"*Resolved*, That the flag presented by the ladies of Montgomery be received, and that the President of the Convention be requested to return to them the thanks of the Convention.

"*Resolved*, That the flag shall hereafter be raised upon the Capitol, as indicative whenever the Convention shall be in open session."

Mr. Smith, of Tuscaloosa, in an address of considerable length, quoting from Mr. Owen, said :

"We accept this flag ; and, though it glows with but a single star, may that star increase in magnitude and brilliancy, until it out-rivals the historic glories of the Star-Spangled Banner."

Mr. Dargan's resolutions were adopted, and "amid the wild enthusiasm that had taken possession of the hall as well as of the streets and the city, the convention adjourned."

Mr. Owen continues :

"The roar of cannon was heard at intervals during the remainder of this eventful day. The new flag of Alabama displayed its virgin features from the windows and towers of the surrounding houses ; and the finest orators of the State, in harangues of congratulation, commanded until a late hour in the night the attention of shouting multitudes. Every species of enthusiasm prevailed. Political parties, which had so lately been standing in sullen antagonism, seemed for the time to have forgotten their differences of opinion ; and one universal glow of fervent patriotism kindled the enraptured community."

A writer says that on the reception of the news at Mobile a crowd assembled at the flag pole at the foot of Government street, to witness the raising of the "Southern Flag," and it was hoisted amid the shouts of the multitude and the roar of cannon. The crowd then repaired in procession to the United States custom-house with a band of music playing the Southern Marseillaise, and a lone-star flag was spread to the breeze amid enthusiastic shouts. In the following evening there were fireworks and illuminations.

On January 19, 1861, the legislature of Georgia, in session at Milledgeville, severed their connection with the Union and became a sovereign and independent State. On the 21st the official hand and seal of Governor Joseph E. Brown were affixed to the proclamation, and on the following day the chief executive reached Augusta.

On the 23d Governor Brown made a formal demand on Captain Arnold Elzey of the Second United States Artillery, in command of the arsenal, that the post be turned over to him. In his demand he stated "that Georgia was no longer a part of the general government, and while she desired to be on good terms with the United States, that the arsenal was needed by this State and an armed force of an alien nation would not be tolerated within her borders."

After consulting with Washington, Captain Elzey held a parley and agreed to evacuate, his troops being allowed to march out with the honors of war and to leave the State without molestation. On January 24 the surrender of the arsenal was made, and a new flag supplanted the Stars and Stripes. This flag is a plain white field with a red star in the centre.

After the formation of the Confederacy and the adoption of the Stars and Bars as the national emblem, this flag was lowered and passed into the possession of J. V. H. Allen, who had taken a prominent part in the capture of the arsenal. It has been kept by his children as a cherished memento of the war, and is now owned by his son, R. E. Allen, of Atlanta, Georgia.

The Georgia convention did not adopt a secession flag, but

when an artillery salute announced the adoption of the ordinance of secession, the emblem of the State, which had long been in use, was raised on the flagstaff of the State Capitol. This flag had a white field emblazoned with the coat of arms of the State; namely, the arch of the constitution, supported by the three pillars of *Wisdom*, *Justice*, and *Moderation*. During the war the Georgia troops carried a white flag which bore the coat of arms of the State, with the name of the regiment on the reverse.

On the 21st of December, 1860, news of the secession of South Carolina was received at New Orleans, and the event was celebrated by a general demonstration, which included the firing of one hundred guns and the raising of the pelican flag accompanied by the singing of the Southern Marseillaise, amid repeated cheers for South Carolina and Louisiana.

When the legislature of Louisiana assembled at Baton Rouge on the 21st of January, 1861, a flag with fifteen stars, one for each of the slave States, was raised over the State House.

The convention convened again at the Capitol on the 23d of the same month, and three days later (26th) adopted the ordinance of secession by a large vote. Following the announcement of the result, President Alexander Mouton arose and said: "In virtue of the vote just announced, I now declare the connection between the State of Louisiana and the Federal Union dissolved, and that she is a free, sovereign, and independent power." Then Governor Thomas O. Moore entered the hall accompanied by a military officer carrying a pelican flag, which was placed in the hands of President Mouton, who waved it amid the vehement cheers of the spectators and members.

The adoption of the pelican as the symbol of Louisiana was generally favored, but a committee of the convention to whom had been referred the subject of a State flag did not recommend this waterfowl as a device for the free and independent power.

The convention subsequently adopted a State flag which is described as "A flag of thirteen horizontal stripes, — four blue,

six white, and three red, commencing with the blue at the top, and alternating with the white. The union was red, with its sides equal to the width of the seven upper stripes, and resting on a white stripe; in its centre was a single pale yellow, five-pointed star."

This flag was emblematic of the history of the State. Louisiana was settled by the French, ceded by France to Spain in 1763, retroceded to France in 1800, and sold to the United States three years afterward. The Spanish flag is red and yellow, hence the golden star on the red field, while the stripes of red, white, and blue are the colors of the flags of France and the United States.

A flag of this design floated from the city hall at New Orleans when Flag Officer Farragut reached that city on the 25th of April, 1862. Four days after, this flag was hauled down and delivered to Farragut. A Confederate flag made by some ladies was seized, in June, by General Butler, and presented by him to the city of Boston, in January, 1863.

On the 22d of December, 1860, a flagstaff was planted at Petersburg, Virginia, amid the cheers of the people, and a palmetto flag raised upon it. During the night an anti-secessionist sawed down the staff and carried off the flag.

A convention of the people of Virginia met at Richmond on the 13th of February, 1861, to consider the subject of secession. The members were composed of three classes, — unconditional Unionists, unconditional Secessionists, and conditional Unionists, the latter being largely in the majority. The discussion was continued until the 17th of April, when an ordinance of secession was passed, subject to ratification by the people of the State on the fourth Thursday in May. It was submitted to the people on the day named, and a large majority voted in favor of secession.

The convention adopted an ordinance setting forth: "That the flag of this Commonwealth shall hereafter be made of bunting, which shall be a deep blue field with a circle of white in the centre, upon which shall be painted, or embroidered, to



show on both sides alike, the coat of arms of the State, as described by the convention of 1776, for one side of the seal of the State, namely: 'Virtus, the genius of the Commonwealth, dressed like an Amazon, resting on a spear with one hand, and holding a sword in the other and treading on Tyranny, represented by a man prostrate, a crown fallen from his head, a broken chain in his left hand, and a scourge in his right. In the exergon, the word *Virginia* over the head of Virtus; and underneath, the words *Sic Semper Tyrannis*.'

Librarian W. W. Scott of the State Library, Richmond, in a letter of July 28, 1902, says the ordinance adopting the great seal was passed by the convention July 5, 1776, and quotes from the original journal of the convention, as above given. He wrote, "This has always been our flag since Virginia declared her independence, which was on the 29th of June, 1776, five days prior to the federal 'Declaration.' And on that day, Patrick Henry was elected Governor of the Commonwealth."

The first flag of North Carolina, adopted in June, 1775, was a white field bearing a hornet's nest and the date May 20, 1775, which was that of the adoption of the Mecklenburg Declaration of Independence, which was similar to that adopted by the Continental Congress on July 4, 1776. About the time of the Mexican War, a flag, to be of blue silk, bearing upon one side the arms of the State, was adopted as the State flag, but it has never been floated from a staff or any public building.

Following the election of President Lincoln in November 1860, many of the citizens of North Carolina sympathized with the secession movement, while others were strongly opposed to it. The legislature which convened in January, 1861, called a convention to meet at Raleigh, in May, to consider the question of secession, and on the 20th of that month the convention passed an ordinance dissolving the union then "subsisting between the State of North Carolina and the other States, under the title of the United States of America," and assented to and ratified the constitution of "The Confederate States of America," adopted at Montgomery, Alabama, in February, 1861.

On the 22d day of June, 1861, the convention ratified an ordinance<sup>1</sup> in relation to a State flag, which reads as follows :

“ Be it ordained by this Convention, and it is hereby ordained by the authority of the same, That the flag of North Carolina shall consist of a red field with a white star in the centre, and with the inscription, above the star, in a semi-circular form, of ‘ May 20th, 1775,’ and below the star, in a semi-circular form, ‘ May 20th, 1861.’ That there shall be two bars of equal width, and the length of the field shall be equal to the bar, the width of the field being equal to both bars ; the first bar shall be blue, and the second be white ; and the length of the flag shall be one-third more than its width.”

This flag was in use but a short time, as the variety of State flags carried by the different regiments led to considerable confusion.

At the opening of the war the regimental colors were white, with eleven blue stars, and the inscriptions, “ May 20, 1775,” and “ May 20, 1861.”

Other State flags carried by the regiments are thus described : “ One with the red bar, star, and motto next the staff, and with a blue fly or field ; another, with the same red bar, star, etc., next the staff, and white and blue perpendicular bars for the fly.” But few, if any, of these State flags were carried after the adoption of the “ battle flag ” for the Confederate army, when many of the colonels sent them back to the governor.

As far as my knowledge goes, which has been obtained by correspondence and researches in various publications, only five of the States that formed the Southern Confederacy adopted a sovereignty flag following their secession. Descriptions of these flags have been given.

In some of the States where no legalized State flag had been adopted, the deficiency was supplied by a regulation of the military department, or authorized by the governor of the State. In other instances regiments carried colors that were designed by the donors, and this was also true in a number of States that had legalized flags.

<sup>1</sup> A copy of the ordinance was contributed by Miss Jessica Randolph Smith, of Henderson, North Carolina.

At the commencement of the war, as the companies were organized, many of them were presented flags emblazoned with figures and mottoes emblematic of the sentiments of the time, and presentations of flags to regiments and companies were not entirely abandoned even after the Southern cross had been adopted for the battle flag.

A multiplicity of designs came into use, and a few of them were carried until the close of the war. It is probably true that no other nation since the world began fought under such a variety of banners as did the Confederate soldiers. Some of these flags were made of the regular bunting, while others, on account of the scarcity of this material, were fashioned from bridal robes and the silk dresses of prominent society ladies, who thus gave expression to their patriotism. There were several instances where flags were made of new silk and embroidered with gold, at a cost of several hundred dollars.

A flag that was carried by the Marion Light Artillery, of the Florida brigade, in the battle of Richmond, Kentucky, was made of a magnificent crimson shawl presented by Mrs. J. J. Dickison. The rings by which it was attached to the lance were manufactured from jewelry contributed by the ladies of Orange Lake, Marion County, Florida; the ferrule being forged from a superb silver comb contributed by Mrs. Dickison, worn by the fair donor on her bridal night.

The red ground of the headquarters flag of Manly's battery, which is still preserved, was made of the curtains rescued from the burning State House, at Raleigh, in 1831.

As the war progressed, and material suitable for flags became scarcer and scarcer, many of them were made of woollen and cotton cloths of various grades of quality. Hundreds of these flags are preserved in departments of the national government in Washington, West Point, and Annapolis, and by Northern as well as Southern States. Besides these there are many in the possession of associations of different kinds, while a considerable number are in private hands throughout the South.

Shortly after the organization of the Confederate government advertisements appeared in the newspapers, asking for designs of flags, to be submitted to a committee appointed to make a selection of an emblem for the Confederate States of America.

One writer says: "Samples came from all parts of the country, through the mails, on horse-back, and on foot, and were of every conceivable shape and variety. From the number received every company of the Confederate army might have fought under a different flag. Some of the flags had States to support their claims; South Carolina to a man voted that her own 'Palmetto Tree' should be 'the flag.' Texas wished the whole Confederacy to adopt 'The Bonnie Blue Flag that bears the single star.'"

Appended are extracts from a letter of "Personne," dated at Montgomery, March 5, 1861:<sup>1</sup>

"Three days ago, the seven delegates from Texas affixed their names to the Provisional Constitution, thus formally adding another star to the constellation of the Confederacy. Yesterday, just one month since the organization of the government, they witnessed the first raising of the flag.

"Since the meeting of Congress, designs for a Confederate flag have arrived in numbers sufficient to fill a big packing box. They have come from far and near, and are of all shapes, sizes, and colors. Of the letters received with them, some are addressed to the President, others to Alexander H. Stephens and Robert Toombs, and many to William Porcher Miles, Chairman of the Committee on Flags, but all breathe a spirit of enthusiastic loyalty to the new government."

The writer quotes from some of these letters and says: "A desire to retain as much as possible of the old flag is manifested in many of the letters. One writer says: 'We have fought well under our glorious banner; can we fight as well under another? Never! Alter, improve it as you will, but

<sup>1</sup> "Army Letters of 'Personne.'" Columbia, South Carolina, 1896. pp. 8-10. Contributed by State Historian Thomas M. Owen, of Montgomery, Alabama.

for Heaven's sake, keep the stars and stripes.'<sup>1</sup> It is a notable fact that the Southern cross is introduced in a large number of the designs, and ranks with the palmetto tree and lone star as a distinctive figure."

<sup>1</sup> Professor Samuel F. B. Morse, a native of Charlestown, Mass., and the originator of the electro-magnetic telegraph, was an earnest pleader against coercion, and a conspicuous opponent of the war measures of the government from the beginning to the end of the conflict. He was elected President of the American Society for the Promotion of National Union, and suggested methods by which our sectional difficulties might be adjusted without bloodshed. In the event of a temporary dissolution of the Union he suggested a division of the Stars and Stripes. On that point B. J. Lossing, in "The Civil War in America," quotes him as follows: "The Southern Section is now agitating the question of a device for their distinctive flag. Cannot this question of flags be so settled as to aid in a future union? I think it can. If the country can be divided, why not the flag? The Stars and Stripes is the flag in which we all have a deep and the self-same interest. It is hallowed by the common victories of our several wars. We all have sacred associations clustering around it in common, and, therefore, if we must be two nations, neither nation can lay exclusive claim to it without manifest injustice and offence to the other. Neither will consent to throw it aside altogether for a new and strange device, with no associations of the past to hallow it. The most obvious solution of the difficulties which spring up in this respect is to *divide* the old flag, giving half to each. It may be done, and in a manner to have a salutary *moral* effect upon both parties.

"Let the blue union be diagonally divided, from left to right or right to left, and the thirteen stripes longitudinally, so as to make six and a half stripes in the upper, and six and a half stripes in the lower portion. Referring to it as on a map,—the upper portion being north, and the lower portion being south,—we have the upper diagonal division of the blue field and the upper six and a half stripes for the *Northern Flag*, and the lower six and a half stripes for the *Southern Flag*,—the portion of the blue field in each flag to contain the stars to the number of States embraced in each confederacy. The reasons for such division are obvious. It prevents all dispute on a claim for the old flag by either confederacy. It is *distinctive*; for the two cannot be mistaken for each other, either at sea or at a distance on land. Each being a moiety of the old flag, will retain something, at least, of the sacred memories of the past for the sober reflection of each confederacy. And then, if a war with some foreign nation, or combination of nations, should unhappily occur (all wars being unhappy) under our treaty of offence and defence the two separate flags, by natural affinity, would clasp fittingly together, and the glorious old flag of the Union, in its entirety, would again be hoisted, once more embracing all the sister States. Would not this division of the old flag thus have a salutary moral effect inclining to union? Will there not also be felt a sense of shame when either flag is seen by citizens of either confederacy? Will it not speak to them of the divisions which have separated members of the same household, and will not the *why* be forced from their lips? Why is the old flag divided? And

"Personne" further wrote :

"Yesterday, the committee having the matter in charge, through its chairman, William Porcher Miles, presented its report, and inasmuch as it may not be immediately published in full and is of general interest, I send you a summary. It states that 'the immense number of models submitted may be divided into two great classes, first, those which copy and preserve the principal features of the United States flag with slight, and unimportant modifications, and, second, those which are very elaborate, complicated and fantastical. The objection to the first class is that none of them could, at any considerable distance, be readily distinguished from the one which they imitated. And it is superfluous to dwell upon the practical difficulties that would flow from the fact of two distinct and probably hostile governments, both employing the same or similar flags. It would be a political and military solecism.

" 'It must be admitted, however, that something was conceded by the Committee to what seems so strong a desire to retain at least a suggestion of the 'Stars and Stripes.' A flag should be simple, easily made, and capable of being made up in bunting. It should be readily distinguished at a distance, the colors well contrasted and durable, effective and handsome. That which the Committee submit combines these requisites. It is entirely different from any national flag. The three colors of which it is composed, red, white and blue, are true republican colors. In heraldry, they are emblematic of the three great virtues of Valor, Purity, and Truth. Naval men assure us that it can be recognized and distinguished at a great distance.

" 'Your Committee, therefore, recommend that the flag of the Confederate States of America shall consist of a red field with a white space extending horizontally through the center and equal in width to one-third the width of the flag. The red spaces above and below are to be of the same width as the white, the union blue extending down through the white space and stopping at the lower red space; in the centre of union, a circle of white stars corresponding in number with the States in the Confederacy.'

when once the old time-honored banner, bequeathed to us by our honored ancestors of every State, shall be flung to the breeze in its original integrity, as the rallying-point for a common defence, will not a shout of welcome, going up from the Rio Grande to Maine, and from the Atlantic to the Pacific, rekindle in patriotic hearts in both confederacies a fraternal yearning for the old Union?"

"It may prove an interesting historical incident that the first flag was raised by Judge Alexander B. Clitherall, of Montgomery. By reason of his connection with the Provisional Congress, he was enabled to obtain in advance of its publicity, a description of the design agreed upon, and, with the aid of a number of ladies, he promptly fashioned a flag for use. Then, repairing to the roof of the Capitol, he awaited, halliard in hand, the signal from the legislative hall below, that should announce the vote of approval. But an instant elapsed after it was known, when the graceful folds of the standard were waving in the breeze. The Congress was at once informed; the news spread through the city, a throng assembled in front of the Capitol, and as the call of the sturdy Alabamian still standing at his post, a picture of patriotic animation, rang out clear and distinct as a trumpet, they responded with a mighty shout in 'Three cheers for the Confederate flag.'"

In a letter of November 3, 1902, Mrs. Nelly Gunter Elmore, of Montgomery, informed me that this flag is gone, but one star remains in the possession of a lady of that city.

William Porcher Miles, in a letter to General Beauregard, May 14, 1872, which is given entire in the chapter containing the story of the battle flag, describes the four designs which his committee submitted to Congress, and says:

"Models of considerable size, of the four flags submitted, were made of colored cambric, and hung up in the hall where Congress sat; and they were afterwards long in my possession, as was also the first Confederate flag (made of merino, there being no bunting at hand), that within an hour or two of its adoption (thanks to fair and nimble fingers!) floated over the State Capitol of Alabama, where Congress held its sessions. Unfortunately, they were all lost or destroyed during the war."

This Confederate flag was raised by Miss L. C. Tyler, granddaughter of John Tyler, former President of the United States, who served in the provisional house of the Confederacy, and was elected to its house, but he died at Richmond, Virginia, January 17, 1862, before taking his seat in the latter.

This, the first national flag of the Confederacy, adopted by Congress on March 4, 1861, had, like the United States emblem, the colors, red, white, and blue, white stars on the blue ground of its canton, and the field was composed of red and white horizontal stripes, but there were protests against the word "stripes," as applied to the broad bars of this flag, and it became known as the "Stars and Bars."

After the adoption of the battle flag for the army, the Stars and Bars continued to be worn by fortresses and hoisted on vessels, and remained the emblem of the Confederacy until May 1, 1863, when a new national design was adopted by Congress, and even after that the Stars and Bars was more or less in use until the close of the war.

The stories of the three national standards adopted by Congress, and the battle flag which was used by the army, but never legalized, follow.



## THE STARS AND BARS

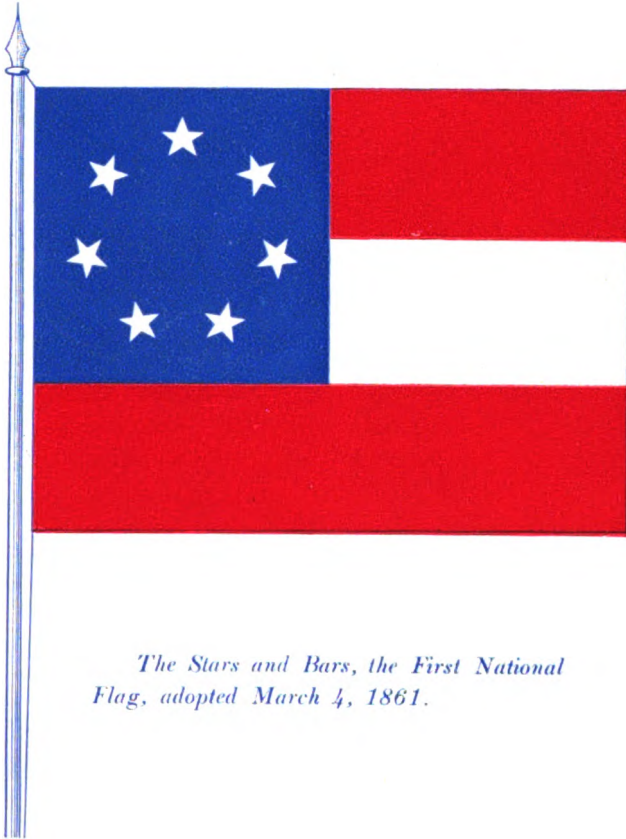
**T**HERE are two claimants for the honor of devising the design that was adopted for the first national flag of the Confederacy, Mr. Orren Randolph Smith, of Henderson, North Carolina, and Mr. Nicola Marschall, of Louisville, Kentucky.

The story of Mr. Smith and his model of the flag was given at sundry times by his daughter, Miss Jessica Randolph Smith, in a correspondence of some three years, during which she rendered various valued aid to my researches for information about American flags, not only in her own State, but in other sections of the South.

Mr. Smith was born on December 18, 1827, in Warren County, North Carolina. On the first of October, 1846, he volunteered for five years, or during the war with Mexico. He was mustered into the service on the 19th of January, 1847, at Wilmington, North Carolina, and became a member of Company H, First North Carolina Regiment of Volunteers. On the 2d of March his regiment embarked for Point Isabel, where it landed on the 28th of the month. In June, 1848, after the declaration of peace, his regiment sailed for home, and he, with the rank of captain, was discharged at Smithville (now Southport), North Carolina, on August 7, 1848.

Mr. Smith was in Kansas when President Buchanan sent Colonel Albert Sidney Johnston, in command of United States forces, to Utah to coerce the Mormons into obedience to Federal authority, which he accomplished. Smith, with the rank and pay of lieutenant, left Fort Leavenworth with the United States troops on June 10, 1857, for Utah, where he remained until the fall of 1858, when he returned to North Carolina and made his home in Louisburg.

Mr. Smith says he was an original secessionist, and before the advertisements appeared in the newspapers asking for



*The Stars and Bars, the First National  
Flag, adopted March 4, 1861.*

# TO THE ABORIGINAL

designs for a Confederate flag, he had an emblem for the Confederacy in mind. He devised a model, purchased bunting of John Barrow, and had a flag about 12 by 15 inches made by Mrs. German Watson, née Miss Catherine Rebecca Murphy, a daughter of Mr. and Mrs. Joseph Murphy, who was then a widow. Her sister, Miss Sarah Ann Murphy, who was for the "Union," refused to assist in making a pattern for a Confederate flag, but while Mr. Smith and Mrs. Watson were engaged upon it, she entertained them by singing and playing "Dixie" and other Southern songs on the piano. Soon after the war Miss Sarah married Lieutenant James A. Miller of the Union army, and both are dead a number of years.

Mr. Smith states that he sent his model by mail to Montgomery, but to whom it was addressed he does not say, and some time after it was announced in the newspapers that the Confederate Congress had adopted his design. Unfortunately, as he states, these newspapers were destroyed during the war, and he cannot remember their titles.

Without waiting to hear whether or not his design had been adopted he had Mrs. Watson make a flag of ladies dress goods bought from John Barrow, 9 by 12 feet, in accordance with his design, and raised it in Louisburg, it being the first Confederate flag to float in North Carolina. An account of this flag is given further on.

It was a compliment indeed to have Congress adopt the design for a Confederate flag that came from the "Good Old North State," which had not then seceded, and neither did she pass an ordinance of secession until two and a half months afterward.

It is a surprising fact that Mr. Smith did not tell his family that he devised the design for the Confederate flag until some eight years ago. Since then his claim has been published in several Southern newspapers, and remained undisputed until February, 1904, when the *Lost Cause*, a periodical of Louisville, Kentucky, printed Mr. Nicola Marschall's statement that he devised the design that Congress adopted for the first national flag.

Desiring to corroborate the claim of her father, Miss Jessica Randolph Smith in December, 1904, had inquiries for the whereabouts of Mrs. Watson, who after the war had married Mr. W. P. Winborne and removed from Louisburg, published in several newspapers, which resulted in finding her at Pine Tops, North Carolina, where she had made her home for many years.

Mrs. Winborne, again a widow and then seventy-three years of age, appeared before Justice of the Peace W. L. Dunn, of Pine Tops, on the 16th of January, 1905, and made an affidavit relative to the making of the model for the Confederate flag and the large one that was displayed in Louisburg.

She states that in "the second week of February, 1861, Orren Randolph Smith brought me some pieces of bunting and asked me to make him a flag, just exactly as he told me, for the Confederacy," which she did. She says: "The design was composed of a blue field and three stripes, one white and two red, and on the blue field I sewed seven white stars in a circle, a star for each State that up to that time had seceded. This flag was about a foot long." She further states that when the flag was finished Mr. Smith sent it to Montgomery, and that some time after he learned that his design had been accepted.

Mr. Smith enlisted the first of June, 1861, in the Second battalion, North Carolina troops, Lieutenant-Colonel Wharton J. Green commanding, at Warrenton, Warren County. He went with the three companies that were sent to Richmond, and remained there until the first of August, when the battalion was ordered to Wilmington. He asked for and obtained five days' leave of absence and left the battalion at Weldon for Louisburg, for the purpose of placing his mill, which he had recently purchased, in charge of some reliable person. While there, in attempting to stop a runaway mule team, he was thrown down and had his right arm shattered at the elbow. When he was sufficiently recovered he was appointed quartermaster in the Confederate service, with the rank and pay of major, under Major George Grice, with head-

quarters at Marion, South Carolina, where he remained until the close of the war.

For a number of years his home has been in Henderson, North Carolina, with his business interests, that of building mover and contractor, centered in Raleigh.

Following is the story of Mr. Marschall's design for a Confederate flag, as told in the *Lost Cause* :

#### "THE FIRST CONFEDERATE FLAG

"It is not generally known who designed the first Confederate flag — the red, white and red, known as the Stars and Bars. It is but just that due credit should be given the proper person.

"In 1849 there emigrated to this country a young Prussian artist. After two years' study in Munich and other European art centers, he located in Marion, Alabama, just as a party were leaving for the gold fields of California, and among them an uncle of the young artist, who tried to persuade him to join them, but he decided he was already far enough from home.

"He plied his brush with such diligence and skill as to enlist the interest of many of the rich planters of that favored section of country, and for whom he painted many beautiful portraits. Governor Moore was governor of Alabama. His two daughters married two of the sons of Colonel Lockett, one of the prominent and influential families of Marion.

"Texas had just seceded on February 1, 1861. No flag had been adopted, and calls were made for a suitable design. Mrs. Lockett, being a friend of the young artist, who by this time had distinguished himself in his art, went to him and told him the Confederate Government wanted a flag, and suggested he would design one similar to the United States flag. He took his pencil and made two designs. The one red, white and red with the blue field in the upper left corner and seven stars, the number of States that had at that time seceded. The other design was a narrow red stripe, at top and bottom, with a broad center stripe divided in half — the right half of white, the left half of blue with seven stars. We are all familiar with the one adopted.

"The name of the young artist was Nicola Marschall.

"When the war broke out, fired with zeal and love for his adopted country, he enlisted in the Confederate army, helping to

garrison the forts Morgan and Hall's Mill, etc., during the first year.

"Mr. Marschall served for a time, and on the advice of Major Currie, while at home on a furlough, he hired a substitute for fifteen months. Then at the call for more volunteers, Mr. Marschall again enlisted as a civil engineer in the second Alabama Engineers Regiment, with Colonel Lockett, under General Polk, just before the fall of Vicksburg. Colonel Lockett was a son of Mrs. Napoleon Lockett.

"He served with distinction to the close of the war.

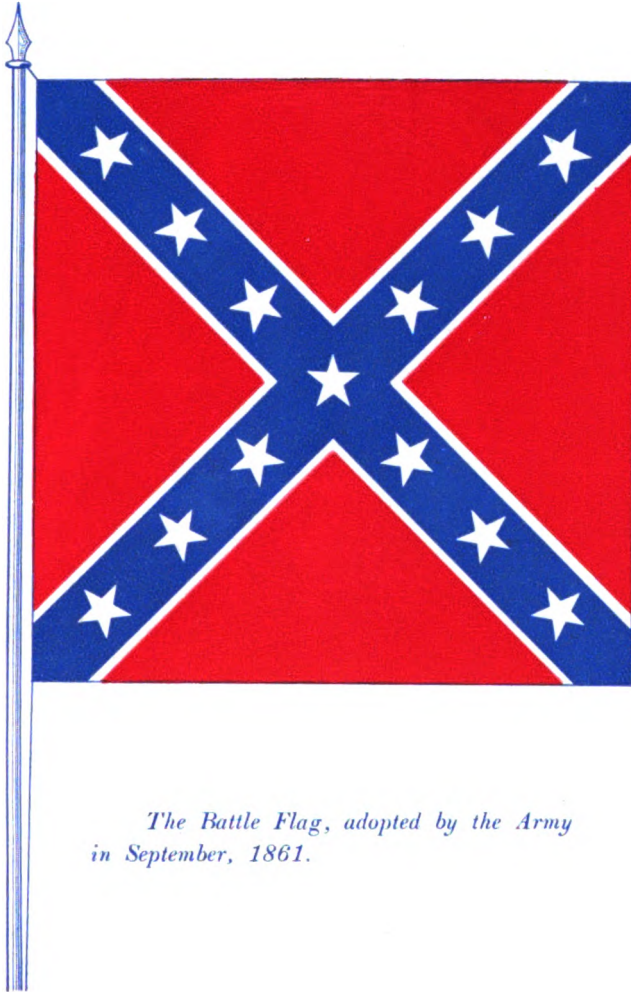
"Major Jabez Currie (one of the large cotton planters of Alabama) had relatives living in Kentucky who induced Mr. Marschall to come to Kentucky and resume his profession as portrait painter. He located in Louisville, Ky., where he still resides, and continues his work."

In response to my inquiries for particulars, dates, etc., relative to the making of his designs, Mr. Marschall wrote on December 16, 1904: "I have nothing to add to the article in the *Lost Cause*, as that states all I know, and the dates I have forgotten."

He stated that he painted three designs on paper, sketches of which, in colors, he inclosed. The third design was like the second which has been described, except that the blue field was placed in the middle of a white stripe.

Upon the recommendation of Mr. Marschall I wrote to Miss Mary E. Jones, of Marion, Alabama, the Reverend William A. Stickney, of Faunsdale, Alabama, the pastor of Mrs. Napoleon Lockett, and her son, Dr. Albert Lockett, of Brenham, Texas, for information relative to his design for a Confederate flag, but neither one had any personal knowledge of it.

In a letter of January 25, 1905, Mr. Marschall informed me that he was the originator of the gray uniforms, with bars and stars on the collars, worn by the Confederate army. These were suggested by the gray uniform, with green facings, of the Sharpshooter Regiment of Austrians, which he saw in Verona, Italy, in 1858. He sent sketches in colors of the uniforms worn by different arms of the Confederate service.



*The Battle Flag, adopted by the Army  
in September, 1861.*



3000  
A. 3000

## THE CONFEDERATE BATTLE FLAG

"CONCEIVED on the field of battle, lived on the field of battle, and was proudly borne on every field from Manassas to Appomattox."

The origin of the flag is described by General Joseph E. Johnston in his "Narrative of Military Operations, 1861-1865," page 602. Interesting accounts of the flag are also given in Roman's "Military Operations of General Beauregard," Volume I, page 171; the "Battles and Leaders of the Civil War," published by the Century Company, New York, Volume I, pp. 165 and 166; and the "Southern Historical Society Papers," Volume VIII, pp. 497-499.

A part of the history of the flag is given in the subjoined letters received from Mrs. D. A. S. Vaught, of New Orleans, one of my most helpful correspondents in the entire South. Under date of June 17, 1905, she wrote: "I take pleasure in forwarding you the copies made by your order from the scrap book in possession of Mr. J. A. Chalaron, Memorial Hall.

"The following letters, relative to the origin of the Confederate battle flag, will be found not only of local, but of historical importance. A flag, baptized in blood and torn in battle, where man meets man, and might encounters might, is something more than a mere piece of bunting. Though it terminated in disaster, no one will deny that the Confederate fight was bravely fought. Its flag carried with it, for a time, the sentiment of a people, but, consecrated by disaster, it is laid away tenderly in historic archives, as the first born of a household is laid away in the narrow bed.

"Apart from the beauty of the Confederate battle flag, it possessed other distinguishing qualities of a practical nature.

Its size and shape made it easy of carriage, and prevented its being torn by the soldiers' bayonets. It could also be seen at a great distance, to quote an expression used by General Beauregard, in allusion: 'Through trees it fluttered like a red-bird in the sunlight.' We are assured by general officers, that its use, upon the system adopted of providing every regiment with one of these flags, enabled the tide of battle to be watched with thorough precision and facility, thus contributing no little to the celerity of military movements.

"Whatever its merit may have been, it now lives only in recollection, but clustered so thickly with hallowed memories and golden laurels, that this little scrap of its history must commend itself to all those who followed so many over the invaded soil of Southland":

#### "THE LETTER OF DONATION.

"NEW ORLEANS, LA., Feb. 3, 1872.

"DEAR SIR — A few weeks since I received a letter from Capt. Geo. H. Preble, United States Navy, making some inquiries relative to the origin of the 'Confederate Battle-flag' used during the late war by our Southern forces, and the devices of the secession flag of Louisiana. Supposing that the information contained in my answer of the 24th ult. might be of historic interest hereafter, I take the liberty of enclosing you, for preservation in the Archives of the Southern Historical Society, a copy of my letter to Capt. Preble, accompanied by the original 'flag design' prepared by Mr. E. C. Hancock, of this city and presented for examination and adoption by Col. J. B. Walton, then commanding the New Orleans Washington Artillery battalion, to Gen. Jos. E. Johnston, at Fairfax Court House, Va., in September, 1861. I enclose you also the letter of Mr. Hancock, donating said design to the Southern Historical Society, and one from Col. Walton, identifying that drawing as the one offered to Gen. Johnston: also a letter to me from Col. Wm. Porcher Miles, chairman of the House Military Committee, dated Aug. 27, 1861, relative to the change recommended for our first Confederate National flag, and submitted by me to Gen. Johnston and Gen. G. W. Smith before we adopted the well known 'Battle flag of the Army of the Potomac,' which

became, after having been consecrated by many a hard fought battle, the 'Union' of the second and third Confederate National flags. I remain, dear sir, yours most truly,

"G. T. BEAUREGARD.

"To REV. B. M. PALMER,  
"Pres. Southern Historical Society,  
"NEW ORLEANS."

"ENCLOSURE No. 1.

"NEW ORLEANS, Jan. 24, 1872.

"DEAR SIR — In answer to the inquiries contained in your letter of the 3rd inst. relative to the origin of the Confederate 'battle-flag' and the devices of the Louisiana State flag, flying on the City Hall of New Orleans when Commodore Farragut appeared before this City in April, 1862, I give you, with pleasure, the following information:—

"At the battle of Manassas, on the 21st of July, 1861, I found it difficult to distinguish our *then* Confederate flag from the United States flag (the two being so much alike), especially when Gen. Jubal A. Early made the flank movement which decided the fate of the day; and I resolved then to have ours changed if possible, or to adopt for my command a 'battle-flag,' which would be entirely different from any State or Federal flag. After the battle, it was found that many persons in both armies firmly believed that each side had used, as a stratagem, the flag of his opponent. Gen. Jos. E. Johnston, commanding the Confederate States forces, determined to have the troops furnished with their State flags, and I entered into correspondence with Col. Wm. Porcher Miles, chairman of the House Military Committee, to have our National flag changed. But that was found to be impracticable at the time, and none of the States, except Virginia, having furnished flags to their troops, Gen. Johnston, on consultation at Fairfax Court House, Va., with Gen. G. W. Smith, commanding the Army of the Shenandoah (2nd Corps), and myself, commanding the Army of the Potomac, (1st Corps), decided to adopt a 'battle flag' for our forces. Many designs were presented, and we gave the preference to the one offered by Col. J. B. Walton, commanding the Washington Artillery which corresponded closely to one recommended by Col. Miles to Congress as our first National flag. Both were

oblong; the field was red; the bars blue, and the stars white; but Col. Walton's had the Latin cross, and Col. Miles's the *St. Andrew's*, which removed the objection that many of our soldiers might have to fight under the former symbol. Gen. Johnston preferred a square flag, to render it more convenient to carry; and we finally adopted, in September, 1861, the well known 'battle flag' of the Army of the Potomac (as it was first called), to which our soldiers became so devoted.

"Its field was red or crimson, its bars were blue, and, running diagonally across from one corner to the other, and the stars on them were white or gold, their number being equal to the number of States in the Confederacy; the blue bars were separated from the red field by a small fillet. The size of the flag for infantry was fixed at  $4 \times 4$  feet; for artillery at  $3 \times 3$  feet; and for cavalry at  $2\frac{1}{2} \times 2\frac{1}{2}$  feet. It had the merit of being small and light, and of being very distinct at great distances. But it was not accepted by the Confederate government until it had been consecrated by many a hard fought battle, when it became the 'union' of our *second* and *third* Confederate national flags.

"When I assumed command of the troops in Western Tennessee, February, 1862, I found that Gen. Polk<sup>1</sup> had adopted for his forces a flag nearly similar to the one I had designed for the Army of the Potomac; i. e., a blue field with a white *St. Andrew's* cross, and blue or gold stars. Gen. Hardee had for his division a blue field, with a full white circle in its center. I gave orders to have them replaced as soon as possible by the battle flag of the army of the Potomac. In September, 1862, when I returned to Charleston, I substituted the same banner for the State flags then principally used in the department of South Carolina, Georgia, and Florida. It became thus in our armies the emblem of Southern valor and patriotism. Should we ever be compelled to have a foreign war, I trust that this standard will be adopted as our National battle flag, to which Southern soldiers will always gladly rally in a just cause.

"The State flag referred to by you was adopted by the Secession Convention, and contained thirteen stripes, — four blue, six white, and three red, commencing at the top with the colors as written. The 'Union' was red with its sides equal to the width of seven

<sup>1</sup> Leonidas Polk, then Episcopal Bishop of Louisiana.

stripes; in its center was a single pale yellow star with five points.

"I remain, yours very truly,

"G. T. BEAUREGARD.

"TO CAPT. GEO. H. PREBLE,

"U. S. Navy, Naval Rendezvous,

"BOSTON NAVY YARD, MASSACHUSETTS."

"ENCLOSURE No. 2.

"RICHMOND, August 27, 1861.

"GEN. G. T. BEAUREGARD,

"FAIRFAX COURT HOUSE, VIRGINIA:

"DEAR GENERAL, — I received your letter concerning the flag yesterday, and cordially concur in all that you say. Although I was chairman of the 'Flag Committee,' who reported the present flag, it was not my individual choice. I urged upon the committee a flag of this sort. (Design sketched.) This is very rough, — the proportions are bad. (Design of Confederate battle-flag as it is.)

"The above is better. The ground *red*, the cross *blue* (edged with white), stars *white*.

"This was my favorite. The three colors of red, white, and blue were preserved in it. It avoided the religious objection about the cross (from the Jews and many Protestant sects), because it did not stand out so conspicuously as if the cross had been placed up-right thus. (Design sketched.)

"Besides, in the form I proposed, the cross was more heraldic than ecclesiastical, it being the 'saltire' of heraldry, and significant of strength and progress (from the Latin *salto*, to leap). The stars ought always to be white, or argent, because they are then blazoned 'proper' (or natural color). Stars, too, show better on an azure field than any other. Blue stars on a white field would not be handsome or appropriate. The '*white edge*' (as I term it) to the blue is partly a necessity to prevent what is called 'false blazoning,' or a solecism in heraldry, viz., blazoning *color* on *color*, or *metal* on *metal*. It would not do to put a *blue* cross, therefore, on a *red* field. Hence the *white*, being metal *argent*, is put on the *red*, and the *blue* put on the *white*. The introduction of white between the blue and red, adds also much to the brilliancy of the colors, and brings them out in strong relief.

"But I am boring you with my pet hobby in the matter of the flag. I wish sincerely that Congress would change the present one. Your reasons are conclusive in my mind. But I fear it is just as hard now as it was at Montgomery to tear people away entirely from the desire to appropriate some reminiscence of the 'old flag.' We are now so close to the end of the session that even if we could command votes (upon a fair hearing), I greatly fear we cannot get such hearing. Some think the provisional Congress ought to leave the matter to the permanent. This might, then, be but a *provisional flag*. Yet, as you truly say, after a few more victories, 'association' will come to the aid of the present flag, and then it will be more difficult than ever to effect a change. I fear nothing can be done; but I will try. I will, as soon as I can, urge the matter of the badges. The President is too sick to be seen at present by any one.

"Very respectfully yours,

"WM. PORCHER MILES."

"ENCLOSURE No. 3.

"NEW ORLEANS, LA., JAN. 30, 1872.

"DEAR SIR, — The flag design referred to by you in your communication to Capt. Preble, United States Navy, as having been submitted for adoption at the consultation, held at Fairfax Court House, Va., subsequent to the battle of Manassas, was, at my request, designed and executed by Mr. Edward C. Hancock (now Associate Editor of the *New Orleans Times*), some time during the month of April, 1861. On leaving New Orleans with my command for Richmond, in May, 1861, I carried with me the design to that city, where it was freely exhibited and generally approved. Among others, it was shown to Col. Porcher Miles, member of the flag committee.

"In regard to its adoption by the conference of officers, and subsequent modifications to correspond with Col. Miles's draft, I beg leave to confirm the statement made by yourself to Capt. Geo. H. Preble, U. S. Navy.

"The original design remained in my possession until about a year ago, when, recognizing its probable historic value, I returned it to Mr. Hancock, who now transmits it to your care.

"In conclusion, I have only to state that there can be no

doubt in regard to the design forwarded having been the original of the Confederate battle flag, and as such is entitled to careful preservation.

"I am, General, very respectfully yours,

"J. B. WALTON.

"To GEN. G. T. BEAUREGARD,

"NEW ORLEANS."

"ENCLOSURE No. 4.

"NEW ORLEANS, Feb. 1st, 1872.

"GEN. G. T. BEAUREGARD :

"DEAR SIR, — In response to your expressed wishes, I herewith transmit for donation to the Historical Society the original flag design prepared by me in the month of April, 1861, at the request of Col. J. B. Walton.

"Col. W. returned the document to me about one year ago, advising its careful preservation as an historic memento. Believing that this end can be best achieved in the manner proposed, I cheerfully entrust it to your care.

"With highest considerations of esteem, I remain, General,

"Respectfully yours,

"EDW. C. HANCOCK."

This design is in the possession of the Washington Artillery Association, New Orleans.

Additional information on this subject is given in the subjoined letters from General Beauregard and Colonel Miles, written after the publication of the above correspondence in the *New Orleans Times*, which are contained in Preble's "History of the Flag of the United States of America":

"OFFICE NEW ORLEANS AND CARROLLTON RAILROAD CO.

"NEW ORLEANS, June 24, 1872.

"MY DEAR SIR, — Enclosed please find the printed copy of a letter from Colonel William Porcher Miles, formerly of South Carolina, but now of Virginia, in which he gives additional information relative to the origin of the Confederate battle-flag. Hoping it may not reach you too late to be published in your book,



with the other communications on the same subject I had the pleasure of sending you in February last,

"I remain, yours very truly,

"G. T. BEAUREGARD.

"CAPTAIN GEORGE H. PREBLE, U. S. N.,

"CHARLESTOWN, MASSACHUSETTS."

"OAK RIDGE, NELSON CO., VA., May 14, 1872.

"GENERAL G. T. BEAUREGARD, NEW ORLEANS, LA. :

"MY DEAR GENERAL, — A friend has shown me an article, copied from the New Orleans *Times*, containing letters from yourself and Colonel Walton, touching the origin of the Confederate battle-flag. It is certainly not worth while for us vanquished Confederates to contend among ourselves for the honor (if there be any honor in it) of having designed it, and cheerfully would I yield my own pretensions to any merit whatever in the matter to the gallant Colonel, who, with his noble battalion, so bravely upheld it until the overwhelming hosts of our invaders compelled us to furl it in sorrow, but not in shame.

"But as I have many times said to many persons that the battle-flag was my design, and that I had been instrumental in its adoption, and never until now supposed that the fact had ever been called in question, I feel some sensitiveness, since Colonel Walton's letter and yours have been published, lest my reputation for veracity may suffer somewhat. And although I hope that those who know me well will not believe that from any petty motive of vanity I would falsify facts, still there may be others who will think that, like the jackdaw in *Æsop*, I have had a borrowed feather plucked from me by the publication aforesaid. Let me beg, therefore, that you will do me the favor of giving the same publicity to my statement that Colonel Walton's has received.

"At the Provisional Congress which met in Montgomery, I was chairman of the committee on devising a flag. We had hundreds of designs submitted to us from all parts of the country. Not one of them in the least resembled the battle-flag. The committee could not agree upon a flag. They finally determined to submit four designs to Congress, from which they should by vote select one. One of the four was the flag that was adopted, the first flag of the Confederacy: a field of three horizontal bars or stripes, red, white, and red, with blue union and stars. Another of the four was a

red field with a blue ring or circle in the centre. Another was composed of a number of horizontal stripes (I forget how many), of red and blue (none white), with blue union and stars like the first. The fourth was a saltire, as it is called in heraldry, the same as a St. Andrew's cross of blue, with white margin, or border, on a red field with white stars, equal to the number of States, on the cross. This was my design, and urged upon the Congress earnestly by me. Now the only difference between this and the Confederate battle-flag is that the latter was made square, for greater lightness and portability, while the one submitted to Congress was, of course, of the usual proportion of a flag, *i. e.*, oblong. Models of considerable size, of the four flags submitted, were made of colored cambric, and hung up in the hall where Congress sat; and they were afterwards long in my possession, as was also the first Confederate flag (made of merino, there being no bunting at hand), that within an hour or two of its adoption (thanks to fair and nimble fingers!) floated over the State capitol of Alabama, where Congress held its sessions. Unfortunately, they were all lost or destroyed during the war. If they could be produced, they would settle the question as to the origin of the Confederate battle-flag. But there must be many members of the Provisional Congress who remember and can testify to the correctness of the above statements. Now, all this happened before you captured Fort Sumter, — before April, 1861, some time during which month, Colonel Walton says, Mr. Hancock, at his request, designed his flag.

“Excuse me, dear General, this long epistle, which possibly may suggest *montes parturiunt*, etc. But if Colonel Walton is right in supposing that his design is worthy of careful preservation as a historical memento, and as in your letter to Dr. Palmer, President of the Southern Historical Society, you say that information concerning the flag in question ‘might be of historical interest hereafter,’ and enclose him a copy of your letter to Captain Preble for preservation in the archives of the Society, I hope my vindication of the truth of history, even in a matter so unimportant in itself, may be considered worthy of publication in the ‘Times,’ and of being filed away also with your and Colonel Walton’s letter, in the archives of the same society.

“With sentiments of the highest regard, I am, dear General, very faithfully yours,

“WILLIAM PORCHER MILES.”

Some years ago General William L. Cabell responded to a request of the *Confederate Veteran* for information about the Confederate battle flag, and below is given his letter as republished in the August, 1903, issue of that magazine :

" When the Confederate army, commanded by Gen. Beauregard, and the Federal army confronted each other at Manassas, it was seen that the Confederate flag and the Stars and Stripes looked at a distance so much alike that it was hard to distinguish one from the other. Gen. Beauregard, thinking that serious mistakes might be made in recognizing our troops, after the battle of the 18th of July at Blackburn Ford, ordered that a small red badge should be worn on the left shoulder by our troops, and, as I was chief quartermaster, ordered me to purchase a large amount of red flannel and to distribute to each regiment. I distributed the red flannel to a number of regiments, who placed badges on the left shoulders of the men. During the battle of Bull Run it was plainly to be seen that a great number of Federal soldiers wore a similar badge. I saw these badges on a number of prisoners we captured that day.

" Gens. Johnston and Beauregard met at Fairfax Court House in the latter part of August or early in September, and determined to have a battle flag for every regiment or detached command that could be easily recognized and easily carried. I was telegraphed to come at once to Fairfax Court House. I found both Gens. Beauregard and Johnston in Gen. Beauregard's office discussing the kind of flag that should be adopted. Gen. Johnston's flag was in the shape of an ellipse, — a red flag with blue St. Andrew's cross and stars on the cross (white), to represent the different Southern States. (No white border of any kind was attached to this cross.) Gen. Beauregard's was a rectangle, red with blue St. Andrew's cross and white stars, similar to Gen. Johnston's. Both were discussed and thoroughly examined by all of us.

" After we had fully discussed the two styles, taking into consideration the cost of the material and the care of making the same, it was decided that the elliptical flag would be harder to make, that it would take more cloth, and that it could not be seen so plainly at a distance ; that the rectangular flag, drawn by and suggested by Gen. Beauregard, should be adopted.

" Gen. Johnston yielded at once when the reasons given by Gen.

Beauregard and myself were so good and substantial. No one else was present but we three. No one knew about this flag but we three until an order was issued adopting the Beauregard flag, as it was called, and directing me, as chief quartermaster, to have the flags made as soon as it could be done.

"I immediately issued an address to the good ladies of the South to give me their red and blue silk dresses, and to send them to Capt. Collin McRae Selph, quartermaster at Richmond, Va. (Capt. Selph is now living in New Orleans), where he was assisted by two elegant young ladies, the Misses Cary, from Baltimore, and Mrs. General Henningsen, of Savannah, and Mrs. Judge Hopkins, of Alabama. The Misses Cary made battle flags for Gens. Beauregard and Van Dorn, and I think for Gen. J. E. Johnston, and they made Gen. Beauregard's out of their own silk dresses.

"This flag is now in Memorial Hall, New Orleans, La., with a statement of that fact from Gen. Beauregard. Gen. Van Dorn's flag was made of a heavier material, but very pretty.

"Capt. Selph had a number of these flags made, and sent them to me at Manassas. They were distributed by order of Gen. Beauregard. One flag I had made, and gave it to the Washington Artillery. They have it yet.

"My wife who was in Richmond, made a beautiful flag out of her own dresses (silk), and sent it to a cousin of hers, who commanded an Arkansas regiment. This flag was lost at Elk Horn, but was recaptured by a Missouri division under Gen. Henry Little.

"It being impossible to get silk enough to make the great number of flags needed, I had a number made out of blue and red cotton cloth. I then issued a circular letter to the quartermasters of every regiment and brigade in the army to make flags and to use any blue and red cloth suitable that they could get. Gens. Beauregard and Johnston, being both good draughtsmen, drew their own designs.

"The statement going the rounds that this battle flag was first designed by a Federal prisoner is false; not one word of truth in it. No living soul except Gens. Beauregard and Johnston and myself knew anything about this flag until the order was issued direct to me to have them made as soon as it could be done.

"P. S. — Gen. Beauregard's battle flag is in the Memorial Hall, New Orleans, La., in charge of that gallant soldier, Gen. J. A. Chala-

ron, who will take pleasure in showing it to any visitor. The Washington Artillery battle flag, which I presented to them on account of my admiration of their gallantry, bravery, and patriotism, can be seen at any time at the Washington Artillery Hall."

*The Veteran says:*

"It is apparent from the foregoing that Gen. Cabell is the best authority in the world on the Confederate battle flag. He does not attach importance to the additions to the flag made by the Confederate Congress: first the white extension and then the added strip of red across the end. Gen. Cabell was one of the first United States army officers to send in his resignation, and he left that service under flattering prospects for promotion. He resigned the position of chief quartermaster, A. N. V., to engage in field service."

The first of January, 1905, General Cabell celebrated his seventy-eighth birthday at his home in Dallas, Texas.

There were three young ladies of the name of Cary associated with the making of the battle flag at Richmond: Miss Constance, of Fairfax, Virginia, and her cousins, the sisters Misses Hetty and Jennie, whose home was in Baltimore, Maryland. These latter named, on account of their outspoken sympathy for the Southern cause, after the Federals had taken possession of Baltimore, were transferred across the lines, and they made their way to Richmond, where they were met by their relative, Miss Constance Cary. These three young ladies made the first three battle flags.

Desiring information about these historical flags, on November 16, 1904, I wrote Mrs. Burton Harrison, (née Constance Cary) of New York, and learned from her son, Honorable Francis Burton Harrison, then a member of Congress from New York City, and a recent candidate on the Democratic ticket for the lieutenant governorship of his State, that she was at Cannes, France, to which place I addressed a letter to her on the 19th of January, 1905. Following is her very interesting response:

"HOTEL ROYAL, ROME, ITALY, March 25, 1905.

"P. D. HARRISON, Esq.

"MY DEAR SIR:—

"Your letter relative to the Confederate battle flags followed me from Cannes to this place, reaching me after some delay. But at this distance from home and all my reference albums and data, it has been impossible for me to contribute anything material to your knowledge of the subject. To-day, I had a talk with my cousin, Miss Jennie Cary, which, added to my recollections, may be of service.

"Shortly after the Committee of the Confederate Congress appointed to select a battle flag for the Confederacy, had decided upon their design,<sup>1</sup> (this was just before the first battle of Manassas) my two cousins and I were informed that to us was to be allotted the honor of making the three first examples of the flag. We were very young girls, and most nervous as to the result. I believe part of an old evening dress went into the making of my cousins' flags. My materials were all new, the best that could be had. The red silk field of the square was rather thin, and had to be interlined. The blue cross was of much better stuff, and the white border to the cross, also of a rich quality.

"Miss Jennie Cary informs me that her 'stars' and her sister's, were put on for them with gold paint by a young man in the Chemistry Department of the University of Virginia, where the young ladies were then visiting friends.

"I have my Van Dorn flag in my own house in New York, but forget just the number of stars. It was fringed with gold, and had my name 'Constance' worked in gold in one corner. Genl. Van Dorn left written directions that in case of his death, it should be returned to me, which was done personally by his nephew, Captain Clement Sullivan, shortly after that event. Miss Jennie Cary sent her flag to Beauregard, Miss Hetty Cary's went to Johnston. We chose these generals ourselves, without any other suggestions, and each wrote a separate note presenting the flag to the commander selected to receive it.

"I do not now recall who made the design adopted. If I can find out I will let you know.

<sup>1</sup> The Confederate Congress did not authorize the battle flag, nor did it adopt it.

"Miss Jennie Cary does not know who is the present possessor of Gen. Johnston's flag. The three were exhibited at a great Southern Relief fair in Baltimore some years ago, and were continually surrounded by interested lookers-on.

"You are correct in your information regarding my late cousin Hetty Cary, first Mrs. Pegram, then Mrs. Henry Newell Martin. Prof. Martin was a distinguished biologist of English birth, for some time occupying a chair at Johns Hopkins University in Baltimore, and died some years later than his beautiful and brilliant wife.

"Miss Jennie Cary is still a resident of Baltimore, but is at present spending a couple of years abroad.

"Hoping this will assist you in some degree, believe me,

"Yours very truly,

"CONSTANCE CARY HARRISON

"(MRS. BURTON HARRISON)."

Miss Hetty Cary married General John Pegram, who was killed during the last part of the war, within a few weeks of his marriage. Mrs. Pegram subsequently conducted a large school for young ladies in Baltimore, and after nearly twenty years of widowhood married Professor Martin.

Miss Constance Cary married, as soon as he was released from imprisonment at Fort Delaware in 1866, Burton Harrison, private secretary to Jefferson Davis, who was captured with him near Irwinsville, Georgia, May 10, 1865. Some time afterward he made his home in New York City, where he engaged in the practice of law. He died in Washington, District of Columbia, on the 29th of March, 1904. Mrs. Harrison is the noted writer of a number of popular novels.

The flag presented by Miss Jennie Cary to General Beauregard was kept for a short time at his headquarters at Centreville, where it was shown as a model for those ordered for the army. General Beauregard finally sent it to New Orleans for security and preservation.

Under date of August 29, 1905, Lieutenant-Colonel John B. Richardson, of the Washington Artillery, of New Orleans, wrote of this flag as follows :

"The flag is in perfect condition, never having been used. Of course, you understand it was sent by Gen. Beauregard to Madame Beauregard, at New Orleans, and remained here until our city fell. When the Federal troops took possession, it was placed on a French man-of-war and forwarded to Havana. After the war, it was returned to Gen. Beauregard, and, as my command fired the first shot at Bull Run under Gen. Beauregard, he concluded that he would place it in possession of the Washington Artillery, which he did."

Colonel Richardson sent an elaborate drawing of this flag, which is composed of red and blue silk, the upper, lower and outer edges bound with gold braid, to which is attached a gold fringe. The stars, twelve in number, are gold painted. The flag is 34 by 34 inches.

On the 28th of May, 1883, General Beauregard gave this flag to the Washington Artillery Association, the presentation address being made by Judge Roman. The proceedings were published in the *Times-Democrat* of the following day, extracts from which were kindly furnished by Mrs. D. A. S. Vaught.

Judge Roman stated that this flag was made by Miss Hetty Cary, but, of course, this is incorrect, for Miss Jennie Cary insists that the flag which she made was presented to General Beauregard accompanied by her note of donation. Unfortunately, the present whereabouts of this note is unknown, as are also those written by the Misses Constance and Hetty Cary.

General J. A. Chalaron, of New Orleans, wrote on March 5, 1903, as follows:

"We have in Memorial Hall in Genl. Beauregard's case a silk battle flag with his statement attached to it, that it is the first flag made as a pattern by the Misses Cary. This flag was his property and was sent to us with his effects. It is different in size from the one presented to the Washington Artillery by Colonel Roman. The silk is lighter and more like that used for ladies dresses."

On April 21, 1905, in response to my request, Mrs. D. A. S. Vaught wrote relative to the General Beauregard flag in Memorial Hall, as follows:



"Dimensions six feet two inches by four feet four inches. No white edge or binding as it is called; no white fillet to the edges of the blue cross; white silk stars, thirteen, sewed on."

Referring to the Hancock-Walton design prepared in the month of April, 1861, and submitted for adoption at the consultation held at Fairfax Court House, which, by substituting the St. Andrew's cross for the St. George's cross, and changing from an oblong to a square flag, became the standard of the Confederate army, Mrs. D. A. S. Vaught on March 16, 1908, wrote as follows:

"Five pattern flags about three feet square were made from this. One was given to 5th Company, Washington Artillery, C. S. A., and bears the name 'Shiloh.' It was secreted about his person by my husband's brother, Lieut. W. C. D. Vaught, and carried out after the war, and 35 years after was placed in Memorial Hall."

The battle flag, often called the "Southern Cross," had a red or crimson ground with two wide blue bars crossing each other diagonally from one corner to the other in the form of a St. Andrew's cross. A narrow white stripe was on either side of these bars as a fillet or border, and on the bars were thirteen white stars. It was not adapted to the sea service, as it could not be reversed as a signal of distress.

All of the battle flags were square, the infantry colors being 4, artillery 3, and the cavalry standards 2½ feet.

The appended statement concerning the distribution of these flags to the army was furnished under a recent date by Colonel James D. Blanding, a valued correspondent, of Sumter, South Carolina:

"The first and only public delivery of the battle flags of the Confederacy was made by General Beauregard at Centreville, Va., soon after First Manassas, and was most impressive. It aroused a decided war spirit in the boys, and will be readily recalled by the few survivors left. One incident particularly created wild enthusiasm and will bear relating. His Division (soon after, corps) was drawn up *en masse*, the Colonels of regiments on order dismounted,

marched to the front, and stood in line twenty paces before Gen. Beauregard and his staff. As the number and State of each regiment was called by his A. A. General, its Colonel stepped to within five paces of the General, who, taking from one of his aides holding them, one of the battle flags in hand, briefly addressed a few martial words to him, and waving, delivered it to the Colonel, who, of course, was expected to respond briefly.

"The ground color of the flags was different, though the Southern cross of stars and bars was the same on all. One of them with a pale ground was delivered to a Colonel, I think, of a Georgia regiment. Returning his thanks with the usual pledge that it should be carried to the front, nor ever have one stain of dishonor on it, etc., etc., he added, 'I have but one objection to it, its color is indicative of fear, and looks too much like a flag of truce.' To which Gen. Beauregard, in his nervous manner and military tone, quickly answered, 'Dye it red, sir! Dye it in blood, sir!' To which the reply came, 'It shall be, sir. It shall be, in the blood of the enemy, General!' And as quickly came the response, 'In your own, sir, if necessary.' 'Aye! Aye! General.'

"This raised a shout, or rather a yell; which from its frequency soon became well known to both sides as the 'rebel yell.'

"This flag was at first called the 'Battle Flag of the Army of the Potomac,' but it was eventually adopted by all the troops east of the Mississippi, except Cleburne's Division. His division never fought under nor carried the 'Southern Cross.' Cleburne's flag was a blue ground, about two and one-half by one and one-half feet, with a white circle in it, and a strip of white around it. Prior to the battle of Shiloh, General Hardee had adopted this flag for Cleburne's Division, and it was allowed, at its urgent request, to carry it after the adoption of the battle flag."

## THE SECOND CONFEDERATE FLAG

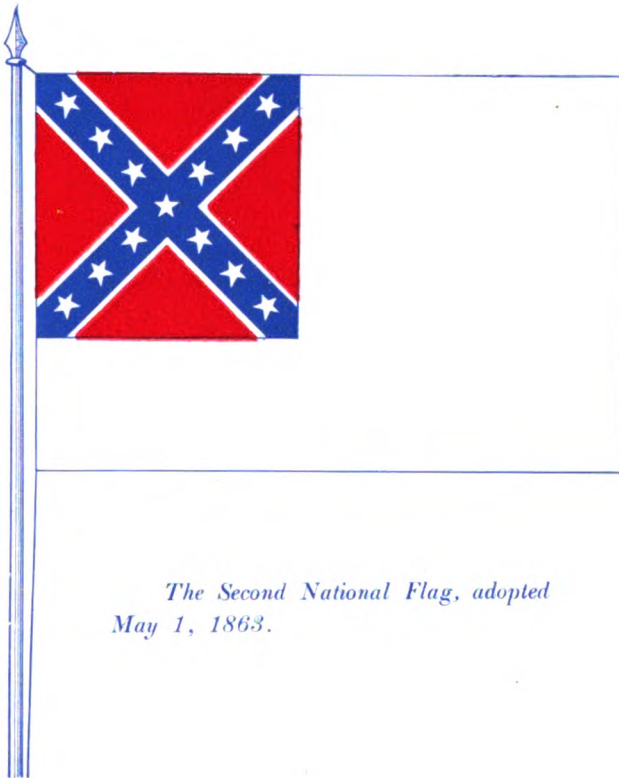
**F**OLLOWING the adoption of the "Southern Cross" as a battle flag, the need of a national standard to take the place of the Stars and Bars was discussed from time to time in the Confederate Congress and by the Southern publications, but more than a year and a half elapsed before the substitution was effected.

The Richmond *Dispatch* of December 7, 1861, contained an extended article urging a change in the national emblem, and gave reasons for it. Following are extracts from the article :

"The adoption of our present flag was a natural, but most pernicious blunder. As the old flag itself was not the author of our wrongs, we tore off a piece of the *dear old rag* and set it up as a standard. We took it for granted a flag was a divisible thing, and proceeded to set off our proportion. So we took, at a rough calculation, our share of the stars and our fraction of the stripes, and put them together, and called them the 'Confederate flag.' Even as Aaron of old put the gold into the fire, and then came out this calf, so certain stars and stripes went into committee, and then came out this flag. All this was honest and fair to a fault. We were clearly entitled to from seven to eleven stars, and three or four of the stripes.

"There is but one feature essential to a flag, and that is distinctness. Beauty, appropriateness, good taste, are all desirable ; but the only thing indispensable is distinctness, — wide, plain, unmistakable distinction from other flags. Unfortunately, this indispensable thing is just the thing which the Confederate flag lacks ; and failing in this, it is a lamentable and total failure, absolute and irredeemable.

"We knew the flag we had to fight ; yet, instead of getting as far from it, we were guilty of the huge mistake of getting as near



*The Second National Flag, adopted  
May 1, 1863.*

30 30 30  
30 30 30

to it as possible. We sought similarity, adopting a principle diametrically wrong. We made a flag as nearly like theirs as could, only under favorable circumstances, be distinguished from it. Under unfavorable circumstances (such as constantly occur in practice), the two flags are indistinguishable. In the Wars of the Roses in Great Britain, one side adopted the white and the other the red rose. Suppose that one side had adopted milk white and the other flesh white, or one a deep pink and the other a lighter shade of pink, would there have been any end to the confusion?

"There is no case in history in which broad distinction in the symbols of the combatants was more necessary than it has been in the present war. Our enemies are of the same race with ourselves, of the same color, and even shade of complexion; they speak the same language, wear like clothing, and are of like form and stature.

"Our general appearance being the same, we must rely solely upon symbols for distinction. The danger of mistake is great, after all possible precautions have been taken; sufficient attention has never been paid to this important matter, involving life or death, victory or defeat. Our badges, uniforms, flags, should be perfectly distinguishable from those of the enemy. Our first and distant information is dependent solely on the flag."

Moore's "Rebellion Record," Volume IV,<sup>1</sup> quotes the following, written by a Richmond correspondent of the *Charleston* (South Carolina) *Mercury*, January 2, 1862.

"Quite a number of new-fangled flags are exhibited in the windows of the *Dispatch* office at Richmond. The latest, which is gotten up with great care and neatness, represents, in tricolors, three equal horizontal bars; lower black, middle purple, upper white with stars in it. The black bar is designed to notify mankind that the confederacy sprung from black republicanism. Hah! how would a buzzard sitting on a cotton-bale with a chew of tobacco in his mouth, a little nigger in one claw, and a palmetto tree, answer? Nothing could be more thoroughly and comprehensively Southern."

<sup>1</sup> Frank Moore's (a native of Concord, New Hampshire) "The Rebellion Record," published in eleven volumes, 1862-1868.

The Lynchburg (Virginia) *Republican*, of January 18, 1862, said :

"During the night (January 17), a Confederate flag, which had been flying from the yard of a Mr. Griffin, at Lynchburg, Va., was forcibly torn down by some unknown person, the flag-staff broken in two, and the cord by which the flag was hoisted cut up into small fragments. The flag itself was torn into tatters, and when found, from its appearance, would seem to indicate that the guilty party desired particularly to strip the stars from it, as not a vestige of any of them was left."

A number of designs were suggested for a new national emblem.

The Richmond *Examiner*, of February 11, 1862, published a communication offering reasons why the proper national symbol for the Southern Confederacy should be a single star; but the editor condemned the idea as not original, and suggested a sable horse as a more suitable emblem, giving his reasons for disapproving the star and commending the horse, in these words :

"Before we get our national emblem, we must get rid of stars and stripes in all their variations. So, too, of all arrangements of red, white, and blue. Nothing can be gotten from either but plagiarisms, poor imitations, feeble fancies. Our coat of arms must be not only in accord with the higher law of heraldry, but, above all, original, our own, and not another's.

"Not one of the thousand writers on this topic has yet presented an original or appropriate idea. Yet there is a thought which starts to the mind's eye. The national emblem of the equestrian South is the horse. Its colors are black and white; its shield is the sable horse of Manassas, on a silver field; its flag is the white flag with the black horse. Both colors are already united to make the gray of the Confederate uniform; and emblem and colors are alike suggestive of the country and its history, and neither belong to any other nation of Christians."

William H. Trapier, a correspondent of the *Charleston* (South Carolina) *Mercury*, of March 6, 1862, proposed a white

flag, with a black bar running diagonally from the lower corner next the staff to the upper part of the flag, and gave his reasons for advocating this design, as follows:

"It is unlike the ensign of any other nation, and especially unlike that of the Yankee nation. Those that imagine a flag should be symbolical will find in the colors of this one — white and black — an obvious significance. Such a standard would typify our faith in the peculiar institution, and be an enduring mark of our resolve to retain that institution while we exist as a free and independent people. For maritime uses, this proposed flag, although it discards the everlasting Yankee stars, and the worn-out combinations of red, white, and blue, would be distinguishable at as great a distance as any other that can be devised."

A banner of this design, of large dimensions, and characterized as "the nigger in the middle," was floated from a flagstaff on Broad street.

Relative to other suggested designs, Admiral Preble says:

"Another proposed device was a phoenix, rising from a bed of flame, with the motto, 'We rise again,' typical of the death of the old and the resurrection of the new union. Another proposed flag had a red field charged with a white St. Andrew's cross, supporting in its centre a blue shield blazoned with a single yellow star. Still another was formed of three horizontal bars, red, white, red, having a double blue square or an eight-pointed star in the centre, extending half-way across the red bars, blazoned with eight white stars, arranged in a circle. Another suggested flag was half blue and white, diagonally divided next the luff, and the outer half, or fly, a red perpendicular bar. It is not known who were the designers of these flags."

On the 23d of April, 1863, while the subject of a change in the national flag was being discussed before the Confederate Congress, the editor of the *Savannah* (Georgia) *Morning News*, suggested a white flag with the battle flag for its canton. His editorial was republished with approval by the Richmond papers, about the time the vote was taken in the House on the flag, but the Senate had adopted a flag



with a white field bearing a broad blue bar in its centre. The Senate bill was amended, and a plain white field with the battle flag for a canton was adopted.

This flag was established as the national standard of the Southern Confederacy by act of Congress, approved May 1, 1863, and the law is given in the "Southern Historical Society Papers,"<sup>1</sup> as follows:

"That the flag of the Confederate States shall be as follows: The field to be white, the length double the width of the flag, with the union (now used as the battle-flag) to be a square of two-thirds the width of the flag, having the ground red; therein a broad saltire of blue, bordered with white and emblazoned with white mullets or five-pointed stars, corresponding in number to that of the Confederate States."

On the 7th of May, the Confederate ironclad steamer *Atlanta*, the first war vessel to hoist the new flag, sailed from Savannah, Georgia. She was to go to sea by the way of Warsaw Sound, proceed to Port Royal and thence to Charleston, South Carolina, but on the 17th of June she was met in Warsaw Sound by the United States monitors *Weehawken* and *Nahant*, and getting aground was, after an engagement of fifteen minutes with the former, forced to strike her colors. A piece of the white of her flag was torn off and hoisted in token of surrender.

The *Charleston Mercury* of May 18, 1863, said: "The new Confederate flag was yesterday thrown to the breeze from the ramparts of Fort Sumter, and was admired by crowds on the battery."

General Beauregard presented Captain Cercopoly of the steamer *Beauregard* a handsome union jack, in acknowledgment of his naming his vessel for him. The editor of the *Savannah News* of the issue of May 20, says he doubts not "that union jack will be borne as proudly and bravely by

<sup>1</sup> "Southern Historical Society Papers," Vol. VIII, January to December, 1880, Richmond, Virginia, Reverend J. William Jones D. D., secretary Southern Historical Society. Accounts of the three national flags and the Southern cross are given. Copies of these were made by Miss Jessica Randolph Smith of Henderson, North Carolina, and sent to the writer.

Captain Cercopoly on his new steamer, as was the first Confederate flag borne by him on the little steamer *Ida*, in defiance of the shot and shell of the Yankees."

It will be noticed that the law which established the second national emblem provided for a flag with the length twice its width, but as that would be an absurdity, this provision was disregarded and the flag was correctly proportioned by having the width two-thirds of its length.

A correspondent of the *Savannah Morning News*, of May 20, 1863, writing of the improper proportions of the flag, among other things, said:

"The law makes the flag twice as long as it is wide. Well, if the flag is three feet wide, it must be six feet long. In this the union would be two feet square, and would occupy two-thirds of the width and one-third of length. This would leave a very large field of white, and give good ground for the objection urged against the flag, that it looks like a flag of truce. I think the large white field was the result of an accident. The Senate placed through the middle of the white a horizontal bar of blue, and the flag was made long, in order to exhibit this blue bar to advantage. When the blue bar was stricken out, the flag should have been shortened; but, in the haste consequent upon the near approach of the close of the session, it was overlooked. All we can do under the circumstances is to make our flags in the proper proportion, and trust to the next Congress either to restore the blue bar or curtail the quantity of white."

The second national flag was objected to, because, at a distance, it closely resembled the English white ensign, and another objection was, that when hanging dead against the staff, the white obscuring the canton, it looked like a flag of truce. The preponderance of the white was also objected to, as it had been ascertained by practical use in the army and navy that the flag was very easily soiled. These objections and the incorrect proportions of the flag were accepted as sufficient reasons for an amendment to the law, which alteration was ultimately made.

## THE THIRD CONFEDERATE FLAG

A DETAILED account of the origin of this flag, which was designed by Major Arthur L. Rogers, Confederate States Artillery, which appeared in a letter from him printed in the Richmond *Whig* of February 14, 1865, was republished in the "Southern Historical Society Papers," before quoted from.

His design reduced the length of the flag and added a broad, red, perpendicular stripe to the fly or outer extremity of the flag.

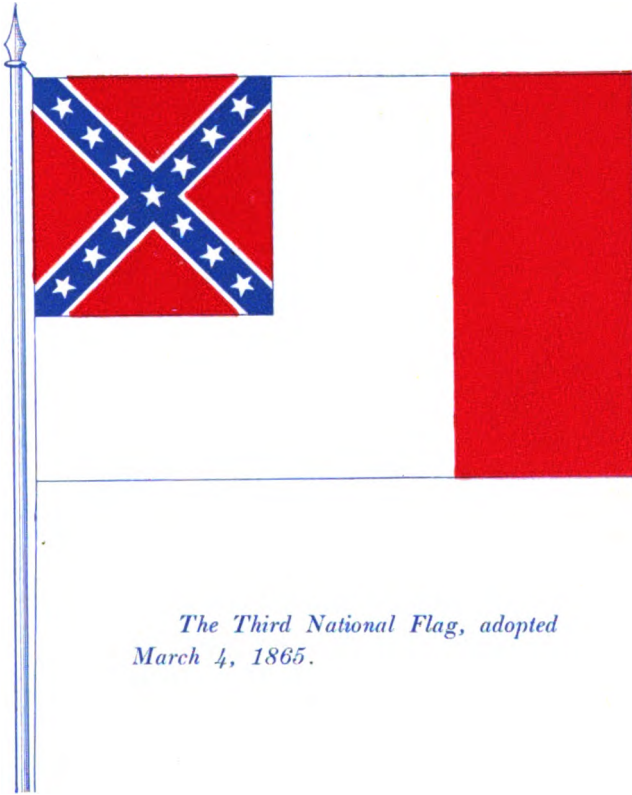
Major Rogers drew a bill embodying the proposed changes, but before offering it to Congress, he addressed letters to a large number of the leading officers of the army, who approved the design, and then referred the bill to the Committee on Naval Affairs, who, after obtaining the opinions of the leading officers of the navy, unanimously recommended its adoption. The bill was also referred to the Committee on Military Affairs who approved the design.

The design had been introduced in the Senate on the 13th of January by Mr. Semmes of Louisiana, and the new Confederate flag had been floated over the Capitol for a few days.

The flag was adopted by the Congress of the Confederate States on March 4, 1865, and was thus officially described :

"The width, two-thirds of its length ; with the union, — now used as a battle flag, — to be in width three-fifths of the width of the flag, and so proportioned as to leave the length of the field on the side of the union twice the width below it ; to have a ground of red, and a broad blue saltire thereon, bordered with white and emblazoned with mullets or five-pointed stars, corresponding in number to that of the Confederate States. The field to be white, except the outer

Univ. of  
California



*The Third National Flag, adopted  
March 4, 1865.*

TO THE  
LIBRARY

half from the union, which shall be a red bar, extending the width of the flag."

Among designs presented for a Confederate national flag were five from M. Fannie Whitfield, of Enfield, North Carolina, which were inclosed in a letter to Vice-President Alexander H. Stephens.

When the Union army took possession of Richmond in April, 1865, Mr. James G. Greene, who was in a New York regiment, found these flag designs in an envelope in the State House, and took them to his home in Elizabeth, New Jersey.

Mr. Richard T. Greene, a son of the Union soldier, who was a lawyer of New York City, had these interesting relics framed, and they hung for a number of years in his office in the *Times* building.

The story of the finding of these flags, with pictures of them, was published on April 6, 1900, in the *New York Mail and Express*, and a few days after Mr. Greene received a letter from Mrs. M. Fannie Whitfield Riddick, widow of Captain Charles H. Riddick, of Chambliss' Brigade, W. H. F. Lee's division of Confederate cavalry, late of Nansemond County, Virginia, in which she stated that she was the M. Fannie Whitfield who made and submitted the designs, and expressed her desire to again possess them. In response to this request Mr. Greene promptly returned the designs to her.

In the War Department, Washington, District of Columbia, is a scrap-book of designs for a Confederate flag, a most curious relic of the Southern Confederacy. In response to inquiries concerning this collection, Brigadier-General F. C. Ainsworth, Military Secretary of the War Department, under date of July 31, 1905, wrote as follows:

"Several years ago 141 designs for a Confederate flag, most of which designs were submitted to a committee of the Confederate Congress, appointed for the purpose of taking into consideration the adoption of a flag for the Confederate States of America, together with the communications with which such designs were submitted, were gathered together from the Confederate Archives

of this office and were pasted in a large book where they could be preserved and be readily accessible for use whenever the necessity therefor arose, the various designs submitted being placed in proximity to the communications with which they were received. The communications emanated from nearly all the sections of the Confederate States and bear various dates, although the greater number of them were written in February, 1861. In some cases the name of the designer is given, while in others no name whatever, or a fictitious name appears. Nothing whatever has been found of record to show that the designs appearing in the book were selected from others submitted, nor does it appear that any of the designs contained therein were accepted; nor does the name Orren Randolph Smith or Nicola Marschall appear in connection with any flag design contained therein."

Following the foregoing, information relative to the three national flags, taken from the Journal of the Congress of the Confederate States, is given.

The following is from an article entitled "A. P. Hill Signal Corps," by H. W. Manson, Rockwell, Texas, printed in the *Confederate Veteran*, of January, 1904, in which he gives the names of the men, including himself, that composed the corps, and then says:

"These young men — for most of them were under twenty-one — were used to transmit messages by optic telegraphy from one part of the army to the other. Sometimes the line would extend as far as forty miles, and, as in the case of Harper's Ferry, the plan of battle was telegraphed over the signal line. These signals were made with different colored flags after a white flag a yard square with a red square in the center. This flag was used when they had a green background, such as pines, or a wheat field or grassy knoll. When they had the sky for a background, as from the top of a mountain, a dark flag, with a white square in the center to distinguish it from a black one, was used. At night torches of copper tubes filled with turpentine were used, one placed on the ground in front of the operator and the other on the end of a short pole in his hand, which he moved right and left, front and circle, making movements that could be easily understood with the aid of a good

glass from ten to twenty miles at the next station. On the march the signal men could not be used as such, and were used as couriers and scouts. Another of their duties was to translate messages into cipher and back again. Thus if General Lee wished to communicate with President Davis the message was put in cipher, Joe Cabiness alone knowing what it was at Lee's headquarters, and a trusted man at the President's office would read the message to him."

### THE CONFEDERATE NAVAL FLAGS

ON May 26, 1863, the Secretary of the Navy ordered the new Ensign, Pennant, and Jack, described as follows:

#### THE NEW ENSIGN.

"The new Ensign will be made according to the following directions, viz.: The field to be white, the length one and a half times the width of the flag, with the union — now used as the Battle Flag — to be square, of two-thirds of the width of the flag, having the ground red, thereon a broad saltier of blue, to the union as 1 : 4½, bordered with white, to the union as 1 : 22, and emblazoned with white mullets, or five pointed stars, diameter of stars to union as 1 : 6½, corresponding in number to that of the Confederate States."

#### THE PENNANT.

"A white ground, its size to be as 1 : 72, or its length seventy-two times its width at the head, and tapering to a point.

"The union of the Pennant to be as follows: All red from the head for three times its width, with white border equal to half its width, then all blue in length equal to twelve times its width, to be emblazoned with stars, in number equal to those in the Ensign, with a white border equal to half the width, and then red three times the width, with the fly all white."

#### THE JACK.

"To be the same as the union for the Ensign, except that its length shall be one and a half times its width."<sup>1</sup>

<sup>1</sup> "The Flags of the Confederate States of America," published by authority of the United Confederate Veterans.



## STORIES OF CONFEDERATE FLAGS

THE account of the first raising of the Stars and Bars over the custom-house, Charleston, South Carolina, and mention of other displays of this flag are of interest. The *Charleston News* says that Mr. Christopher Nelson, the well-known and highly respected porter of the Charleston chamber of commerce, claimed that the first Confederate flag had been raised by him, and referred to Mr. Lee Howard, who said:

"On the afternoon of the 5th of March, 1861, Mr. Colcock, then collector of the port, received from Representative Wm. Porcher Miles, Montgomery, Ala., then the capital of the Confederacy, a telegram giving the design just determined on by that body for the Confederate flag. I suggested to him to have one made at once, and have it hoisted the next morning over the Custom House. To this Mr. Colcock demurred; whereupon I ordered our porter, Christopher Nelson, to make one for me that night; and, to my surprise, but pleasure, saw it next day, March 6, 1861, flying on the staff of the Custom House. However, the sight of it pleased hundreds of our citizens in Broad Street on their way to business, many of whom congratulated our collector on his promptness in the matter.

"At about 2 o'clock, the same day, Capt. Tom Lockwood, I think, of the City Point, came into the office to clear his steamer for Florida, and requested the loan of this flag, the first that had been flung to the breeze in this state, as he wanted it said that it was the first to float in Florida waters. This was done, papers of that state calling attention to the fact. The *Courier* of March 6, 1861, tells the whole story of the first flag.

"When Hilton Head was taken by the Federal fleet this flag was left flying over the marquee occupied by Major F. D. Lee, Capt. Langdon Cheves and myself. It is but reasonable to suppose that it is now in the Smithsonian Institute (War Department building) Washington, where such trophies are kept."

There was a brisk contest between the custom-house and the *Courier* office at Charleston for the exhibition of the first flag of the Confederate States. The victory was claimed by Lee Howard, deputy naval officer. The steam packet *Carolina*, Captain Lockwood, sailed for Florida on Tuesday afternoon, flying the first Confederate flag which left this port. The ship *Susan G. Owen*, Captain Norton, raised the Confederate flag on the same day. The steamship *Columbia*, Captain Berry, on her way to New York, stopped at the bar. Captain Norton went on board to visit Captain Berry; there he found a copy of the *Courier*, with a description of the flag. His enthusiasm was such that he declined Captain Berry's invitation to breakfast, but rushed back to his ship, gathered his material, manufactured his flag, and raised it with a salute. In the newspapers of the day advertisements announced that a Charleston merchant would receive orders to furnish Confederate flags to ships, several having been already engaged.

Governor F. W. Pickens ordered a flag early in the contest. The general idea at that time seemed to be that Fort Sumter would be evacuated and that it would be needed in the very near future.

The first Confederate flag floated in North Carolina was raised in Louisburg, by Orren Randolph Smith, in March, 1861. Mr. Smith states that the material for this flag, "good dress stuff that floated lightly in the breeze," was bought from John Barrow, and he engaged Mrs. Watson to make a flag 9 x 12 feet of the Stars and Bars pattern. In her affidavit, Mrs. Winborne says that the material was brought to her on Saturday, the 16th of March, 1861, by Mr. Smith, and "we sewed and worked on the flag as hard as we could, but did not get it finished by Saturday night, so we completed it on Sunday, and early on Monday morning, March the 18th, Mr. Smith raised this flag, it being the first Confederate flag ever displayed in North Carolina."

Over the flag Mr. Smith had floating in the breeze a long blue streamer, like an admiral's pennant, on his ship when homeward bound, and on this pennant were nine white stars.

He said that though North Carolina was still in the Union, she was homeward bound, and this was the first significant straw that showed which way the wind was blowing. The raising of this Confederate flag created great excitement, as it was some two months before North Carolina withdrew from the Union. What became of the flag and pennant no one now seems to know.

Mr. Joseph John Allen, of Louisburg, a half-brother of Mr. Smith, and then a boy of fourteen years, says that the 100-foot staff from which these flags floated was composed of two poplar poles cut on his father's plantation by Bill Allen, colored, a slave of his father and still a neighbor, who hauled them to Louisburg, where they were spliced together by iron bands made in a blacksmith shop at the mill owned by Mr. Smith. The flagstaff was planted by Mr. Smith on what is now known as Hicks's Corner, where it remained until Sherman's army passed through the town, sawed it down, and erected it directly across the street on the Court-House square. The Stars and Stripes was raised on the staff and continued to fly until the close of the Reconstruction period.

In the *Confederate Veteran*, of January, 1904, in some reminiscences of the battle of Ball's Bluff, fought October 21 and 22, 1861, Captain T. W. T. Richards, Company G, Mosby's battalion, speaks of the death of Clinton Hatcher, and closes his article in these words :

"Referring to Clinton Hatcher, I may mention an incident that occurred just before the firing on Sumter. We were students at Columbian College, on Fourteenth Street, Washington, D. C. One night Hatcher and J. C. Salsby, of Mississippi, ran up a Confederate flag on the mast over the college building. The flag floated there for several hours in plain view of the capitol building and the President's mansion, before it was discovered by the college officers, when Dr. Samson, the President of the college, removed it. It is doubtless the only time a Confederate flag ever floated over a public building in the Federal capital. Hatcher was a brave and fearless soldier, and had his life been spared would have won distinction in the cause for which he so early died."

The appended story of the display of the Stars and Bars in New York City, at the opening of the Civil War, which nearly caused a riot, appeared in the *Atlanta* (Georgia) *Constitution*, in October, 1901.

"Theodore Roosevelt's mother was a daughter of the South, and her sympathies were with that section in its struggle for existence. It was just previous to the firing of the first gun at Sumter that Theodore Roosevelt, the elder, decided to give a great social function at his New York home. The Roosevelt mansion was accordingly decked in bunting and with United States flags. From every window, save one, flew the Stars and Stripes. That exception was Mrs. Roosevelt's boudoir window. Her husband had not desired to omit it from the decorative scheme, but she had a decorative plan of her own. Stopping not to consider the peril in which it might place her and her husband, she drew from among her cherished treasures the Stars and Bars of the Confederacy, and going to the window, firmly fixed its staff and allowed its folds to flutter to the breeze. On the instant, almost, the hostile ensign was noted; in hot indignation one observer pointed it out to another, and a crowd speedily grew, as crowds will. Soon the street was choked with angry people, who shook threatening fists at the Confederate flag and inveighed most bitterly.

"Alarmed by the gathering, Mr. Roosevelt sought the cause that had stirred the people to anger. He was not long in finding it. Fierce acclaim directed his gaze, which rested upon the fluttering emblem of the South. With a word to the crowd he entered the house to find his wife. He told her what she already knew, — that the anger of the crowd had been excited by her indiscreet display of the Southern colors, and said that it would be well for her to take in the flag.

" 'I shall not do so,' said the mother of the President. 'The flag is mine; the boudoir is mine. I love the flag, for it represents my native land. Explain to them that I am a Southern woman; that I love the South. Do anything you like except touch the flag. It shall not come down.'

"And it did not. Theodore Roosevelt went again to face the crowd. He dwelt with finesse upon his wife's love for her native land and molded the gathering to his will, and to an indulgence of

Mrs. Roosevelt in her desire to fly the flag of her beloved South. The crowd dispersed. The story remains to show a maternal quality that has made a President."

President Roosevelt speaks with equal pride of his Southern and Northern ancestry. His uncle, James Dunwoody Bulloch, who was born in Liberty County, Georgia, in 1825, of distinguished ancestry, his great-grandfather having been first governor of Georgia, after the Revolution, entered the United States navy about 1840, resigned his commission a few years afterward, entered the merchant service from which he resigned at the beginning of the Civil War, embraced the cause of the Southern people, which he represented during the greater part of the war as the trusted financial agent of the Confederacy in Europe, and died at Liverpool, England, on January 7, 1901.

In a response to an invitation to be a guest of Albert Sidney Johnston Camp, United Confederate Veterans, Paris, Texas, President Roosevelt in December, 1904, wrote in part as follows:

"Personally, I had kinsmen on both sides. Two of my mother's brothers fought in the Confederate service, one, by the way, served on the Alabama under Admiral Semmes, the father of the wife of that gallant ex-Confederate Luke Wright, whom I made Governor of the Philippines. It was but the other day that I designated the only living grandson of Stonewall Jackson as a cadet at West Point, and have just made Jeb Stuart, Jr., United States Marshal for the Eastern District of Virginia."

The first cannon-shot was fired at Fort Sumter on the morning of March 8, 1861, from the Stevens Iron Battery stationed on Morris Island.

Concerning this incident Louis Sherfesees, of Rock Hill, South Carolina, in the *Confederate Veteran*, of June, 1897, said:

"That shot has a history. The Washington Artillery, of Charleston, of which I was then a member, had charge of the Iron Battery

on Morris Island, and its commander, the gallant Capt. George H. Walter, would regularly march the company from camp to the battery twice a day for drill, and in drilling we went through all of the movements required in artillery practice, even to firing blank cartridges. The guns of the battery were eight-inch Columbiads, then the heaviest guns in service, and were trained on Fort Sumter, thirteen hundred yards distant. This drilling and practicing was becoming monotonous; then, too, the boys were 'spoiling' for a fight. As we marched back to camp on the evening of March 7, Cannoneer E. Lindsay Halsey said to a few of us: 'I am tired of this nonsense, and intend to put a stop to it, and in such a way as to raise a commotion to-morrow morning.' The next morning, March 8, during the exercises, when he gave the command, 'Fire!' it was literally obeyed, the ball flying over the water and striking Fort Sumter. You can well imagine the excitement in the harbor and in Charleston. Maj. Anderson opened his port holes, and everything for awhile looked as if the judgment day had come."

One of the officers was at once sent over to Sumter to make an explanation and apology to Major Anderson, which he accepted on the condition that it should not occur again.

The next cannon-shot was fired at Fort Sumter at 4.20 A. M., on April 12, by order of the Confederate war department and in compliance with a notice that had been sent to Major Anderson by authority of Brigadier-General P. G. T. Beauregard, commanding the provisional forces of the Confederate States. The bombardment was continued until the 14th instant, when Major Anderson evacuated the fort as told in the following dispatch to the Secretary of War:

"Having defended Fort Sumter for thirty-four hours, until the quarters were entirely burned, the main gates destroyed by fire, the gorge wall seriously injured, the magazine surrounded by flames, and its doors closed from the effects of heat, four barrels and four cartridges of powder only being available, and no provisions but pork remaining, I accepted terms of evacuation offered by General Beauregard, being the same offered by him on the 11th inst., prior to the commencement of hostilities, and marched out of the fort, Sunday afternoon, the 14th inst., with colors flying and

drums beating, bringing away company and private property, and saluting my flag with fifty guns."

When Major Anderson and his men sailed away on Monday morning, their late opponents stood on the beach with uncovered heads.

The appended two newspaper extracts, reprinted in the *South Carolina Historical and Genealogical Magazine*, Charleston, July, 1905, pages 133-134, were sent by State Historian Thomas M. Owen, of Montgomery, Alabama, under date of August 25, 1905:

#### "THE FLAGS OF FORT SUMTER.

"The Flag of the Confederate States and the Palmetto were raised on Fort Sumter simultaneously — the former by Col. Jones,<sup>1</sup> chief of Gen. Beauregard's staff, and Col. Ferguson. The flag of the Confederate States was manufactured in this city. It was the intention to have made use of the flag that was first hoisted on the Capitol, at Montgomery, but unfortunately it had been mislaid. The flag-staffs were about fifteen feet high, and were lashed to two of the big guns by Commodore Hartstine." — *The Charleston Mercury*, Monday, April 15, 1861.

"The first Palmetto Flag was raised on Fort Sumter yesterday by Cols. F. J. Moses, Jr., and J. L. Dearing of Governor Pickens's staff, and the Confederate States Flag by Capt. Ferguson of the *General Clinch*, and others, in the presence of the Governor, General Beauregard's staff, and a large number of gentlemen, among whom were Chancellor Carroll and Judges Glover and Wardlaw. A salute was fired from each of the batteries on the raising of these flags." — *The Charleston Daily Courier*, Monday, April 15, 1861.

"In 1860, before the passage of the ordinance of secession by South Carolina, Captain Edward Mills, of the bark *Jones*, of the Palmetto line of packets, raised a palmetto flag at his masthead in New York harbor; the vessel was mobbed, but he did not strike the flag. On his return to South Carolina, a palmetto cane was presented him by members of the Palmetto Guard, and he in turn transferred to them this the first disloyal flag hoisted in the

<sup>1</sup> Major David R. Jones.

struggle. At the siege of Sumter it marked their parade-ground, and was used in truce-boats, and after the surrender was the first flag raised on its walls. It is still owned by the Palmetto Guard. Time and exposure have dimmed its lustre. The field of the flag is white, with a green palmetto-tree in the centre, and a red star in the upper corner near the staff."<sup>1</sup>

The flag of the Marshall House, Alexandria, Virginia, which was hauled down by Colonel Ellsworth, was made for James Jackson, the proprietor of the hotel, by Mrs. Libby Ann Padgett, widow of John Padgett, Senior, a sail-maker and flag-maker of Alexandria for many years. Promptly upon the secession of Virginia Mr. Jackson hoisted this flag upon the top of the Marshall House. The hauling down of the flag on the 24th of May by Colonel Ellsworth of the New York Zouave Regiment, which led to his death and that of Mr. Jackson, created great excitement, and the city was immediately placed under martial law.

This flag was presented to the Fire Department of New York City, and through its president, John B. Platt, given to the State of New York. It is in a case by itself in the Capitol at Albany, festooned over the uniform worn by Colonel Ellsworth at the time of his death. It is in a dilapidated condition, particularly on and near the hoist, where it was badly torn while being hauled down.

A long and interesting article concerning the Marshall House flag and its maker appeared in the Richmond (Virginia) *Times* of Sunday, September 14, 1902. It was written by Robert Bell, at Alexandria, Virginia, under date of September 12, and following are extracts from that article:

"There was lain in the Old Southern Methodist burying ground this afternoon, another remnant of the brave — Mrs. Libby Ann Padgett, the widow of John Padgett, Sr., the old sail-maker of years ago.

"Mrs. Padgett fashioned the first Confederate flags made here. When a description of the flag adopted at Montgomery reached

<sup>1</sup> Charleston (South Carolina) *News*. Date of paper unknown to the writer.



Alexandria, Mrs. Padgett began to fashion one. It was back in March, 1861, and being especially handy with needle and thread, and her husband a sail-maker, and flag-maker for custom extending far out and away from Alexandria, her handiwork and taste were appreciated from the start, and she was kept busy fashioning flags until the Yankees came and put an end to it.

"Two of her last flags gave much renown. In April she made a twenty-five foot flag to go to the Marshall House, and a day or two before that flag caused the Jackson-Ellsworth tragedy (this occurred on May 24), another flag of hers was sent out into Fairfax, where, I think, it was displayed from a great pole on Munson's Hill. Her son, John, Jr., now and for many years superintendent of the Alexandria and Washington ferry, says that his father made most of the flags hereabouts and many not made in the navy yards in Washington and Baltimore during the fifties, whilst the Jackson flag brought a demand from far down the State, even Richmond, for it was widely advertised at the time.

"The Jackson flag was made of good sail-maker's bunting, twenty-five feet in length by about ten feet in width. Two red stripes with a white stripe between, thirteen white stars in a blue field, twelve stars being in a circle, with the thirteenth, a large star, in the centre. The thirteenth star, larger in size, was called the 'Virginia' Star, because of several reasons, <sup>2</sup>—perhaps because some feared that the State would not join the South, unless more and more urged to do so.

"This flag was raised over the Marshall House on the afternoon of April 17, between five and six o'clock, with a popular demonstration.

"An Alexandrian at Albany, once shown the old flag, said: 'Yes, I know all about it, I have seen it before. I saw it put up and I am even related to the people who had a hand in it, to an extent.' Being told that perhaps some day it would be returned, he quickly said with tears glistening in his eyes, and with a smile on his face: 'It may be well, yet it may not. We don't want it. I know of no one who would have it, or where we would put it if it were returned.'"

In June, 1861, a Charleston, South Carolina, ship hoisted the flag of the Confederate States at Cronstadt, Russia, and for

so doing the captain was arrested and placed in the guard-house by the Russian officers.<sup>1</sup>

The first man-of-war to fly the Confederate flag was the *Sumter*. She was a screw-steamer of 500 tons, and had formerly been the Spanish steamer *Marquis de Habana*. On April 18, 1861, Commander Raphael Semmes was ordered to the command of her, and on the 30th of June she sailed from the mouth of the Mississippi, and, although chased by the United States steamer *Brooklyn*, got fairly to sea. Captain Semmes cruised along the south coast of the island of Cuba, taking eight prizes, and thence sailed to Cienfuegos. He sailed from there down the Spanish Main, and anchored at St. Pierre, Martinique, on the 13th of November, where he was blockaded by the United States steamer *Iroquois* for nine days, but in the night of the 23d he adroitly made his escape and crossed the Atlantic to Cadiz, arriving there on January 4, 1862, having taken several prizes on the way. He proceeded to Gibraltar, which he reached on the 19th of January. Here the *Sumter* was blockaded by the United States vessels *Tuscarora*, *Kearsarge* and *Chippewa*, and it was decided to lay her up. The *Sumter* captured seventeen vessels, of which two were ransomed, seven were released in Cuban ports, two were recaptured, and six were burned.<sup>2</sup>

"In the early midsummer days of 1861 Charlie Banks enlisted in a battalion of South Carolina artillery," says the *Confederate Veteran*. "Recruiting officers visited various sections of North Carolina for volunteers in the Confederate service. Charlie, a Wilmington boy by birth, and with numerous relatives, fond of excitement and adventure, full of patriotism, reported for duty at Charleston, South Carolina. The battalion was ordered into camp on James Island, to assist in the defence of the historic old city. After the fall of Sumter, and while it was in the possession of the Confederate forces, the battalion was ordered to the fort to defend it at all hazards. Gallantly the boys responded. In the hourly, constant hail

<sup>1</sup> Admiral Preble's "History of the Flag of the United States of America."

<sup>2</sup> "The Confederate States Navy," by Capt. William Harwar-Parker.

of balls and shells, hurled so incessantly with destructive effect, Sumter bravely resisted every attempt of assault, recapture, or demolition. Gun after gun disabled, and fire raging within its inclosure, presented a fearful issue in the contest. In the many engagements the flagstaff soon fell — the proud, defiant 'Stars and Bars' ceased to flutter in the breeze. Volunteers were called to replace it. Charlie Banks responded, and gallantly mounted the staff and nailed the flag to the masthead, only to have it shot down and lowered again by the continuous torrent of shell. The conspicuous ensign was a target for the malignity and hatred of the Federal fleet, and the brave volunteer again climbed the staff and replaced the flag. Thrice in the day the same deed was heroically accomplished, commanding the admiration of the enemy and eliciting the cheers of his noble comrades. The admiral of the Federal fleet, seeing the heroic action of this boy, ordered the fleet to cease firing when the third ascent of the flagstaff was made, remarking that such heroism should be respected."

Several officers, including Generals Joseph Wheeler and Fitzhugh Lee, who served in the United States army and then in the Confederate service, were recommissioned in the army during the war with Spain, but Lieutenant Madge has the distinction of being the only officer who left the United States navy to join the Confederate service, and was recommissioned in the navy during the Spanish-American War.

The story of the adventurous career of Lieutenant Thomas I. Madge was told in the *Boston Globe* September 25, 1898.

Lieutenant Madge was born in Chickasaw, Mississippi, of wealthy parents, and of old plantation stock. He was sent to Europe when quite young to be educated, and studied successively in Germany and France, and finally at Brighton College, England, from which he graduated. He then came back to this country, with a tutor, it being the wish of his parents that he should study for the ministry. Not liking the idea of being a minister, he ran away to sea, and soon landed in New York, where he enlisted in the navy.

At the outbreak of the Civil War he was a master's mate on

the old frigate *Congress*, Commander B. F. Sands's flagship, Captain Crowningshield, which was then at the Charlestown navy yard.

Although, he stated himself, he was a Union man, his family were slave owners, as was he, but family influences and home friendships and associations caused him to cast his lot with the South. Consequently he resigned, and volunteered to fight for their cause. He was immediately commissioned in the regular Confederate navy, and next was assigned to duty in blockade-running with stores for the army and navy, in which work he was exceptionally successful. His last command was the Confederate ship *Florida*, not the privateer of that name, but the regular service ship.

It was Captain Madge, with the *Florida*, who was detailed to take Jefferson Davis and his family to Cuba, it being felt that they would escape and manage to reach the appointed seacoast rendezvous without difficulty.

Captain Madge and his craft narrowly escaped capture at this time, but after manœuvring for nearly three weeks in the narrow passages and bayous, one extremely dark night he managed to elude the American fleet and an expedition sent in to destroy or capture them, and reached the open sea with his ship in a roundabout way.

Once outside he safely made his way to Cuban waters, and finally, after being chased and searched for, reached Havana.

As he sailed up the harbor he observed several American men-of-war and a Confederate vessel, the *Stonewall*, Captain Paine, lying at anchor. He had no word of the end of hostilities, but thought that it must have come.

Upon his arrival near the United States warships he saw that all had their flags half-masted and draped in crêpe. Instinctively he sent a boat alongside to inquire the cause.

The *Globe* says:

"Peace had come, he was told, and also that President Lincoln had been assassinated. Grieved, horror-stricken, Captain Madge then did a most gracious act, one that is recorded in naval annals.

Down came his flag, the Stars and Bars, to half-mast, and it, too, was draped in crêpe.

"A month or two later, Captain Madge surrendered his vessel to the Spanish authorities at Havana. He was the next to the last to haul down the flag on a Confederate vessel. The very last was Captain James I. Waddell, commander of the *Shenandoah*, who, being in the Pacific Ocean when peace came, did not hear of that event until four months afterward, when he went to Liverpool and turned his ship over to the English government.

"Mr. Madge next took up his residence in Cuba, starting as a planter, and fought during six years of the ten years' war on the side of Cuban liberty. New York was his next home. With the breaking out of the Spanish-American War he volunteered his services to Secretary Long, which were accepted. He was assigned to the machine ship *Vulcan*, and superintended her fitting out at the Charlestown navy yard. Just before she sailed, he was given leave to return to New York for a day or two to arrange his business affairs, but on account of a railroad accident he was unable to reach the navy yard before the *Vulcan* hauled out for Cuba.

"He was then assigned to the monitor *Wyandotte*, which was being fitted out at Charlestown to go to the scene of hostilities, and for the balance of the war, very much to his regret, he remained at the navy yard, where he received his honorable discharge in September, 1898."

The Confederate flag was carried around the world by the *Sea King*, built in Glasgow in 1863 by a London firm for the China trade. In the fall of 1863 she set out on her first voyage, taking government troops to New Zealand, and returned in the following year with a cargo of tea. In the fall of 1864 she was sold to an agent of the Confederate government, and turned over to the command of Lieutenant James I. Waddell, a North Carolinian of notable patriotic ancestry, who entered the United States navy September 10, 1841, and resigned his commission of lieutenant at the breaking out of the Civil War in 1861.

Under the name of *Shenandoah* she set out on a cruise against the commerce of the United States. She first went to Melbourne, Australia, the only port she visited in a cruise of thirteen months, during which she made thirty-eight cap-

tures, valued at \$1,152,000, though the demands of claimants aggregated \$6,200,000. She destroyed thirty-two vessels and released six on bonds. She visited every ocean except the Antarctic, and never lost a chase. She was the only vessel that carried the Confederate flag around the world. She bore it aloft until August, 1865, four months after the surrender at Appomattox Court House, when Commander Waddell was informed at sea, by the master of the British bark *Baracouta*, of events in this country. He desisted from all further belligerent acts, and sailed for Liverpool in the *Shenandoah*, where by formal letter to the ministry on November 5, 1865, she was turned over to the British government.

The flag of the *Shenandoah* is now in the possession of Colonel R. L. Maury, of Richmond, Virginia.

A strange story of the Confederate States emblem flown by a chief of the Samoan Islands is told by the *Washington Evening Star* :

"Soon after Judge Chambers, who is now a member of the Spanish War Claims Commission, was sent to Samoa by President Cleveland, he attended one of the great gala festivities and feasts so famous among the natives of these Pacific islands. These feasts are never to be forgotten by those who once attend. The natives come from many miles around the islands. Most of them reach Apia, where the feasts take place, in boats. Sometimes there are over five hundred boats, with from two to eighty-four oars each, and containing persons enough to fill them. The scene is one of the most picturesque to be found in any part of the world. Before the feasts, boat races and aquatic sports take place in the harbor of Apia, and up to the time the islands were partitioned, the representatives of the foreign governments were interested spectators, and the natives considered the presence of the foreigners a great and important honor.

"The feasts might be called picnics, for they are held in the open air, but instead of pies, pickles, cakes, sandwiches, and lemonade, the customary refreshments at picnics, the natives kill and roast hundreds of pigs, geese, chickens, and other fowls, besides having many varieties of fish. Some beautiful grove is the only table, and the ground where the food is spread is covered with the

rich green leaves of the banana tree. The greatest hospitality is always evidenced, the natives paying especial attention to their guests. At the conclusion of the feast it is the custom to divide the remaining food among the people, it being proportioned according to position, — the higher a man stands the larger the amount of left-over food he has sent to his house. In this, as during the course of the feast, there is the greatest precision in the management. At no time is there a scramble. The occasion is a delightful one to people unaccustomed to it.

“ ‘All the native chiefs bring flags of some kind when coming to the feasts and take the greatest care of them,’ said Judge Chambers, in describing a Samoan feast to a group of friends the other day. ‘They are fond of any kind of flag. Those chiefs who cannot secure the flags of nations use fancy pieces of cloth and tattered garments. He is a poor man and unimportant chief who does not own a flag. Looking out on the beautiful scene in the harbor of Samoa on this gala day that I have spoken of, I noticed a boat flying a flag that I could not make out. I took a glass and saw what I thought was a Confederate flag. I could not believe it possible, however, and waited until the boat came nearer. Then I saw plainly that it was a genuine flag of the Confederacy. I naturally was greatly interested, and sent one of my servants to ask the chief to come to see me.

“ ‘When he came I began questioning him about the flag, but he would give me no information. He was a man of good features, and was, apparently, a chief of consequence in his neighborhood. I, of course, wanted to get possession of the flag, and did not suppose that I would have the least trouble in doing so, particularly as the natives were fond of exchanging flags, and that of the United States was a favorite with them, the flag of England being next, and of Germany next.

“ ‘I offered the chief a flag of the United States for his Confederate flag. He said quietly that he could not make the exchange. I then offered him a new flag of England or of Germany. He refused these also, and I suspected that he was trying to drive a shrewd bargain with me. I next offered him a bolt of cloth worth considerable money, and when he refused that I offered him a barrel of meat, the most tempting and costly thing in the mind of a native. As nothing could induce him to make the exchange, I asked him his reasons for refusing.

“ ‘In reply, he said that one day, long ago, a white man came to his hut. He supposed the man had come from Apia. He had several bundles in his possession and preserved them with the utmost care. The stranger, the chief told me, was a man of great dignity and of an amiable disposition. The natives soon came to love him much and took pleasure in providing him with every delicacy they could obtain. The chief himself became deeply attached to him, and when the white man’s health began to fail there was universal regret among the natives. When the stranger saw that his end was near he called the chief to him and directed that one of the bundles in his possession be opened. Then there was displayed a beautiful silken flag, but worn by handling.

“ ‘ “See that flag ?” said the stranger ; “ well, it was the flag of my nation, — a great people. It went down in defeat, but I decided that it should never be surrendered. So I left home, kinsmen, and friends, and came here with it. I am going to give it to you. Never let a white man have it in his hands.”

“ ‘ That was the dying injunction of the stranger, and the chief had sworn that the flag should always remain with him. He had made his tribe swear to keep it and never part with it ; that when he died the succeeding chief should take it and bury it where no human being would ever find it.

“ ‘ The chief’s story was told in simple but affecting words. I made many other offers to secure the flag, but he was firm to the end, and went away that afternoon with the flag in his boat. I instituted some inquiries later and sent several trusted natives to the chief’s home to make offers, but they were unsuccessful.

“ ‘ When I came back to this country and told the story to some Confederate friends, they agreed to take steps to recover the flag if possible. Some years later they began a systematic effort, but the old chief had passed away, the flag had disappeared, and the members of the tribe would give no information as to its whereabouts.’ ”<sup>1</sup>

The identity of the ex-Confederate soldier who would not surrender his flag, but took it to that far-away island, where it was his beloved companion until his death thirty-three years after the close of the war, was made known in an article that was published in the *Louisville Courier-Journal*, and repub-

<sup>1</sup> The New York Sun, of May 26, 1901.



lished in the *New York Sun*, of September 15, 1901, of which the appended is a part:

"Capt. Martin Schuyler, formerly Captain in the Seventh Ohio Cavalry, brought back the story from the Philippines. He told it to Capt. T. E. Allen, also of the Seventh Ohio. Capt. Schuyler met the native and from him learned the story of the flag. The native told him that many years ago an American, who said he had drifted along the western coast of South America, after passing through Mexico, settled in the Navigator Islands and lived alone, flying before his hut a Confederate battle flag, which he said was carried by the cavalry escort that travelled with Jefferson Davis in the last stages of his flight from Richmond before his capture by the Federals. The ex-soldier said that he had escaped with the flag, which he loved too well to permit him to live again under the United States flag. The American refugee lived his isolated life for years, dying three years ago and leaving his flag to his native friend, with the injunction that he never part with it.

"Capt. Schuyler finally got the native's permission to examine the dead American's effects. He found papers and diaries indicating that the ex-Confederate was Henry Clay Renfrew, a member of either the Second or Fourth Kentucky cavalry, or both, in the Confederate Army. In some places he referred to Col. Basil Duke as the Colonel and Capt. John B. Castleman as his Captain; in others to Col. Henry Giltner and Capt. Bart Jenkins as his Colonel and Captain respectively. He wrote of Bernard Bayless and Dallas Mosgrove as his chums. In one of the diaries Renfrew referred at length to the last days of the Confederacy. Then followed the statement that he was with the last body of organized Confederate soldiers that escorted Jefferson Davis, Gen. Duke commanding, and that when Duke's surrender was agreed upon the writer took the flag from the staff, concealed it about his body and escaped, with the intention of taking the flag to some foreign land."

The narration of an incident which occurred at Montgomery shortly after the surrender of General Lee at Appomattox Court House, is quoted as contributed to the history of the "Ladies Memorial Association of Montgomery, Alabama," by Mrs. Mary Phelan Watt, of Montgomery, Alabama.

"In that spring Montgomery was yet a United States garrison, with camps of Yankee soldiers, infantry and cavalry in every direction, and seen at every turn in control of our dear town. On the 26th of April of that year the skies were sun-kissed and the flowers made to blossom with unusual splendor and beauty. At our home they seemed never to have been so perfect or lovely nor in such endless variety. In my youthful ardor for the day's decoration (of Confederate soldiers' graves) I selected from them the pure white rose (Lamarque) and the red, red rose (the Giant of Battle) the struggling violets here and there, and the star-shaped blossoms of the white spiræa, and made them into a flower (Confederate) flag about twelve inches long and eight inches wide, with staff of green, making the bars of the red and white roses, the field of the blue violets and stars of white spiræa. It was a perfect representation in spring's sweet flowers of our 'furled banner.' Not dreaming I was doing anything amiss or imprudent or disloyal in making a bouquet that would fade before the morrow, I placed it upon the grass mound—a thing of beauty. But lo and behold! several Yankees in uniform on gaily caparisoned horses dashed up and with lowering looks of threatening trouble at so lawless an act as displaying the hated flag of a fallen foe, sent terror and dismay to the older people there.

"Judge Bibb, Mr. E. C. Hannon and others went to my father and said: 'Your daughter has been reckless enough to display a Confederate flag.' He and my dear mother came to me in deep concern and distress. 'Oh, my child, why did you do it?' I said in my wrath and indignation: 'It is absurd to be accused of treason for making a bouquet of flowers that will perish and fade before to-morrow's sun.' My reason could not accept such an over-strained sense of prudence. But alas! the last I saw of my dear flag of flowers, it was shrouded in Judge Bibb's white handkerchief and laid away in a close carriage. I was indignant.

"We have much to be thankful for in our reunited country, when men's minds are free from passion and prejudice, that at the present time we can display any or all of the three different Confederate flags on any public occasion without treason and the fear of arrest."

The Eighth Wisconsin Regiment appropriately adopted for a pet and mascot an eagle, our national emblem, known far

and wide as "Old Abe" the "War Eagle," and the Third Tennessee Regiment selected for its pet and mascot a rooster, which became a famous bird, and was a fitting emblem of the Confederate soldier, for he was of game breed.

The appended story by Buford McKinney, of Mossy Creek, Tennessee, is from the *Confederate Veteran*, of August, 1897:

"The recent great reunion was replete with interesting bits of byplay, and one of those features was the exhibition of an oil-painting of a game-rooster standing among the tents on the field, a veritable lord of everything in sight. This historic rooster was known to the soldiers of the Third Tennessee Regiment by the sobriquet of 'Jake,' though his full name was Jake Donelson, and he was the property of Jerome B. McCanless, first lieutenant of Company H, Third Tennessee, then commanded by Col. John C. Brown, of Pulaski. Jake joined the company at Camp Cheatham, May 25, 1861, and his admission cost Lieut. McCanless a silver dime. His intended fate was the mess-pot, but when his attenuated form had rounded its shape it was seen that he was game, and it was apparent that he was a born fighter, and the regiment was glad to offer him enlistment and immunity from every danger, save the enemy's bullets.

"From that day he became the pet of his immediate commanding officer and was the pride of the regiment. Many a day in camp he made sport with a rival from some mess-coop, and on the march he found a comfortable perch on the knapsack of some accommodating private; or, if the tramp was a long one, he took the seat of honor with the driver of the baggage wagon.

"From Cheatham he went with his company to Camp Trousdale, Bowling Green, Russellville, and to Fort Donelson. Here, during the siege, he was to be seen on the breastworks, and at frequent intervals gave vent to lusty crows of defiance to the enemy and of encouragement to the besieged. Many of the company begged that he be removed from so dangerous a position, but the lieutenant refused, for he knew how Jake would pine if he could not share the dangers of his comrades. When there was the shriek of a shell Jake sounded that low, guttural warning so common to chickenkind, and would hug close to the breastworks.

"At the surrender he fell in with his company, and made the long trip to Chicago without special incident, until, marching through the city streets, where the populace lined the sidewalks and jeered at the ragged 'Rebs,' he mounted his master's knapsack and gave the old familiar 'cock-a-doodle-doo,' as a cheer to the downhearted boys. It was the signal for a regiment to give the old Rebel yell, and give it they did, as only brave and unconquered hearts could.

"In Camp Douglas prison Jake found it lonely, and, by a happy thought, took to himself a mate, 'Madame Hen,' and from this union resulted three sturdy sons, who soon strutted about in honest pride under the respective names of 'Jeff Davis,' 'Stonewall Jackson,' and 'Gen. Morgan.' On being discharged from prison, these three, with Jake, went with the boys down the river to Vicksburg, where they were exchanged; and here the family was broken up, 'Gen. Morgan' going with Lieut. McCanless's brother; 'Jeff Davis,' with Will Everly to Pulaski; and 'Stonewall Jackson,' with Col. Harvey Walker to Lynnvile. Jake was mustered out, and went to Cornersville, Tenn., where his fame had preceded him, and citizens came for miles to see and welcome the old warrior. Here, in 1864, he died suddenly, and on the following day, encased in a handsome casket and attended by many old friends, he was buried.

"During Jake's eventful career he made the acquaintance of thousands of soldiers, hundreds of whom, now living, will recognize this picture of him (given in the *Veteran*), which is reproduced from Mr. McCanless's oil-painting, which was made from an old tintype taken of Jake while he languished in Camp Douglas's gloomy prison."

In an address by Captain W. C. Ward, a private of Company G, Fourth Alabama Regiment, Law's Brigade, on May 5, 1900, to Camp Hardee, Birmingham, Alabama, giving incidents and personal experiences on the battlefield at Gettysburg, published in the *Confederate Veteran*, of August, 1900, he tells the story of a famous incident which occurred while en route:

"Passing out of Chambersburg by the north-east pike, as we went through a gateway under a hill, crowned by a beautiful resi-

dence, we observed many ladies, well dressed, bearing on their bosoms the Union flag and making an ostentatious display of the Stars and Stripes. We took all of this in great good humor, neither giving nor taking offence. It was here that an incident occurred that has become famous. One of the young ladies, bolder than all the others, made a somewhat conspicuous and aggressive display of her flag and herself, accompanied by remarks. A bold Texan (and the Texans of that division were always bold) said to the brave young woman: 'Madam, you are doing a very dangerous thing waving that flag at Confederate soldiers.' She inquired, with spirit: 'Why, sir, am I doing a dangerous thing?' His reply was: 'We rebels never see that flag flying over breastworks without charging them.' The young woman made no reply, but her companions had a good laugh at her expense. The Texan shouldered his Springfield and went on his way as if regretting there were no order to charge."

## SONGS AND THEIR STORIES

## THE STAR SPANGLED BANNER

THE author of this most popular national hymn was Francis Scott Key, who was born in Frederick County, Maryland, August 1, 1779. He was a lawyer and practised his profession in Frederick City, Maryland, and Washington, District of Columbia. He died in Baltimore, January 11, 1843, and is buried in Frederick, Maryland.

James Lick gave \$60,000 for a monument to Key erected in Golden Gate Park, San Francisco, which is 51 feet high and consists of an arch under which a bronze figure of Key is seated. There is a statue of Key in Frederick City, Maryland.

This poem was inspired while the author was a prisoner on a vessel during the British attack on Fort McHenry, Baltimore, September 13, 1814, and it is an actual narrative of the scene it describes.

Dr. William Beanes, a leading physician of Marlborough, the intimate friend of Mr. Key, had been captured and was held a prisoner on a British vessel. Key was anxious to release his friend, and applied to President Madison for permission to do so. The President ordered that a vessel be placed at the disposal of Key, and that John S. Skinner, the government agent for the exchange of prisoners, accompany Key to aid in the release of Dr. Beanes.

General Ross received Key and Skinner, and, after considering their application, decided to release Dr. Beanes, but he retained the party in the custody of the British until after the attack on Fort McHenry, which was about to be inaugurated. Key and Skinner were transferred from the *Royal Oak* (Admiral Cochrane's ship), where they had dined, to the British frigate *Surprise*, and were afterward, accompanied by

Dr. Beanes, sent on board their own vessel, with a guard of sailors and marines.

Their vessel was in a position from which they could see the Stars and Stripes flying from Fort McHenry, and they watched the flag through the whole day with the greatest anxiety. During the night it was only at intervals, when the rockets and bombshells illumined the darkness, that the flag could be discerned by the anxious watchers.

Before daybreak the bombardment had ceased, and dawn was awaited with intense eagerness, to learn if the flag was still flying. The poet makes that inquiry in the opening stanza.

In this poem Key describes what he actually saw, and he tells of his feelings while witnessing the battle, and the joy he felt when the conflict was over, and saw that "our flag was still there."

He commenced the song on the deck of his vessel, under the excitement of the moment, when he saw the British retreating to their ships, and looked at the flag he had so anxiously watched for, as the morning opened. He then wrote some lines, or brief notes, on the back of a letter, which he added to while in the vessel on his way to the shore. He wrote it out at the hotel, immediately after his arrival that night in Baltimore.

The next morning he took the song to Judge Nicholson, who was so much pleased with it that he sent it to the printer, Captain Benjamin Edes, of the Twenty-seventh Baltimore Regiment, which had recently done good service in the battle of North Point. It was struck off in handbill form, and Edes took the first copy from the press, and carried it to a tavern next to the Holliday Street Theatre, which was a resort for the actors.

After Captain Edes had read the verses aloud, a singer named Ferdinand Durang, in answer to the appeals of the crowd, sang them to the air of an English song, "To Anacreon in Heaven," to which Key had adapted his song. Shortly after he and his brother Charlie sung it at the Holliday Street Theatre. It was received with unbounded enthusiasm, and at

once took its place as a national song. The great poetic vigor of the poem, with the deep patriotism it breathes, never fails to find response in the hearts of those who hear it.

On the 20th of September, seven days after the bombardment, the song was originally published in the *Baltimore Patriot and Evening Advertiser*, under the title of "Defence of Fort McHenry," to the tune of "Anacreon in Heaven." The name of the author did not appear.

The text of the song given below is that of the original edition of Key's poems.

### THE STAR SPANGLED BANNER

Oh! say, can you see, by the dawn's early light,  
 What so proudly we hailed at the twilight's last gleaming,  
 Whose broad stripes and bright stars, through the perilous fight,  
 O'er the ramparts we watched, were so gallantly streaming?  
 And the rockets' red glare, the bombs bursting in air,  
 Gave proof through the night that our flag was still there.  
 Oh! say, does that star spangled banner yet wave  
 O'er the land of the free and the home of the brave?

On that shore, dimly seen through the mists of the deep,  
 Where the foe's haughty host in dread silence reposes;  
 What is that which the breeze, o'er the towering steep,  
 As it fitfully blows, half conceals, half discloses?  
 Now it catches the gleam of the morning's first beam,  
 In full glory reflected now shines in the stream, —  
 'Tis the star spangled banner; oh! long may it wave,  
 O'er the land of the free and the home of the brave.

And where is that band who so vauntingly swore  
 That the havoc of war and the battle's confusion  
 A home and a country should leave us no more?  
 Their blood has washed out their foul footsteps' pollution.  
 No refuge could save the hireling and slave  
 From the terrors of flight or the gloom of the grave;  
 And the star spangled banner in triumph doth wave  
 O'er the land of the free and the home of the brave.



Oh! thus be it ever, when freemen shall stand  
Between their loved homes and the war's desolation;  
Blest with victory and peace, may the Heav'n-rescued land  
Praise the Power that hath made and preserv'd us a nation!  
Then conquer we must, when our cause it is just,  
And this be our motto, — "In God is our trust";<sup>1</sup>  
And the star spangled banner in triumph shall wave  
O'er the land of the free and the home of the brave!

Although "The Star Spangled Banner" has been adopted as a national song by the people, and under army and navy regulations is played at morning and evening "colors," it has not been adopted as a national anthem by Congress. This song having been inspired by a peculiar incident of war, it does not meet the requirements of all times and occasions, as a national song should. To supply this deficiency, supplementary verses have, from time to time, been written. Stanzas were adapted by Northern and Southern writers during the Civil War to suit the conditions and sentiments of their respective sections. The publication of these sectional verses is now a very rare occurrence.

The flag of fifteen stars and fifteen stripes which floated over Fort McHenry was originally about forty feet long, but the shots from British guns, time, and relic hunters have combined to decrease its length. Each stripe is near two feet wide, and the five-pointed stars, each two feet from point to point, are arranged in five indented parallel lines, three stars in each horizontal line. Dr. Albert Kimberly Hadel, registrar of the Society of the War of 1812, of Baltimore, contributed an interesting account of this flag, which in substance is subjoined:

"The banner of our glorious country that waved so triumphantly over Fort McHenry during the twenty hours' fierce bombardment by Admiral Cochrane, the commander of the British fleet on those memorable days, September 13 and 14, 1814, was made by order of Brig.-Gen. John Stricker, the gallant commander of the Third Brigade, composed almost entirely of Baltimore troops.

<sup>1</sup> By act of Congress, "In God we trust," has been placed as a motto on United States coins since 1864.

"The garrison flag used at the fort was an old one and too small to satisfy the defiant soldiers and sailors of Baltimore, and as the fort had been the scene of extensive repairs for several weeks, it was thought a new flag would complete the work of preparing her for a great defense, and the order was given. The making of the flag was placed in the hands of Mrs. Mary Young Pickersgill, wife of Col. Henry S. Pickersgill, sheriff and collector of the city. She was assisted by her daughter Caroline, then about thirteen years old, who afterwards married Mr. Sanderson.<sup>1</sup> The flag was begun about the middle of August, and was still incomplete when the news reached Baltimore of the defeat of our forces at Bladensburg. This news caused the patriotic Mrs. Pickersgill to hasten the completion of the flag.

"The residence of the Pickersgills (still standing) was at the northwest corner of Pratt and Albemarle streets, and it was on the second floor of that two-story house that this flag was made. The building stands to-day (1902) as it stood in 1814.

"The historic flag was made in sections, and when the time came to put it together it was found that owing to its great length it could not be done in that building. Mr. Eli Claggett, the brewer, gave them permission to use the large malt room of his ale brewery for that purpose. The brewery is still standing on the south side of Lombard and Front streets.

"The flag was completed early in September, and delivered to the commandant of the fort, Major George Armistead, and immediately hoisted over the fort, where it was soon destined to receive its baptism of British fire.

"After the battle it was taken by Major Armistead as a memento of the fierce fight, and at his death it went to his widow. Upon her death, it passed to her daughter, Georgianna (Mrs. Wm. Stuart Appleton), who was born in the fort, and at whose birth the old flag was taken from its hiding place and again proudly waved from its home. She died in 1878 in New York, and left it to her son, Mr. Eben Appleton, also of New York, in whose possession it now is, safely housed in a fire-proof vault.<sup>2</sup>

"The flag was frequently displayed at celebrations of the battle,

<sup>1</sup> Mrs. Sanderson subsequently became the wife of Mr. Purdy.

<sup>2</sup> On July 9, 1907, it was placed on exhibition in the National Museum, Washington, as a loan from Mr. Appleton. It is 28 X 30 feet, and much worn.

the 13th and 14th of September, and was used on September 14, 1824, at Fort McHenry, over General Washington's war-tent on the occasion of the reception of General de Lafayette.

"In 1874, it was taken by Commodore Preble to Boston and exhibited to the Massachusetts Historical Society. This flag was exhibited at the Centennial Exhibition in Philadelphia, and at the Old South Church, Boston, June 14, 1877, the centennial anniversary of the passage by the Continental Congress of the act adopting the Stars and Stripes as the emblem of the confederated States.

"In 1880, it came home to Baltimore to ride in a special carriage guarded by two hundred descendants of the men who gave it its glorious history. It is in a fair state of preservation, being preserved in an air-tight box backed by a heavy coat of canvas."

## THE AMERICAN FLAG

**J**OSEPH RODMAN DRAKE, the author of these inspiring verses, was born in the city of New York, August 7, 1795, and died there September 21, 1820. He and his two sisters, who were left orphans at an early age, were all poets from childhood. At the age of seventeen he met the poet Fitz-Greene Halleck, and they formed a friendship that was like that of two brothers.

In 1819 he formed a literary copartnership with Halleck, and under the dual name of "The Croakers," they contributed a series of satirical poems, together with some that were serious, to the New York *Evening Post*. "The American Flag" was written by Drake about the 25th of May, 1819, and was published on the 29th of that month.

The last four lines of the last stanza were written by Halleck, upon the request of Drake that he suggest a better substitute. The poem originally concluded with these lines:

"As fixed as yonder orb divine  
That saw the bannered blaze unfurled,  
Shall thy proud stars resplendent shine,  
The guard and glory of the world."

It has been suggested that this poem was probably inspired by the change in our national emblem from the flag of fifteen stars and fifteen stripes back to thirteen stripes with a star for each new State in the Union, which had gone into effect in July of the previous year. Drake was buried at Hunter's Point in the suburbs of New York, and his monument bears the famous quotation:

"None knew thee but to love thee,  
None named thee but to praise,"

from Halleck's poetic eulogium on the death of his friend. The poem is entitled "Joseph Rodman Drake," and was published in the New York *Evening Post*, in 1820.

Drake's inspiring tribute to the Stars and Stripes is reproduced below :

When Freedom, from her mountain height,  
Unfurled her standard to the air,  
She tore the azure robe of night,  
And set the stars of glory there!  
She mingled with its gorgeous dyes  
The milky baldric of the skies,  
And striped its pure celestial white  
With streakings of the morning light;  
Then, from his mansions in the sun,  
She called her eagle bearer down,  
And gave into his mighty hand  
The symbol of her chosen land!

Majestic monarch of the cloud!  
Who rear'st aloft thy regal form,  
To hear the tempest-trumpings loud,  
And see the lightning lances driven  
When strive the warriors of the storm,  
And rolls the thunder-drum of heaven!  
Child of the Sun, to thee 't is given  
To guard the banner of the free,  
To hover in the sulphurous smoke,  
To ward away the battle stroke,  
And bid its blendings shine afar,  
Like rainbows on the cloud of war,  
The harbingers of victory!

Flag of the brave! thy folds shall fly,  
The sign of hope and triumph high,  
When speaks the signal trumpet tone,  
And the long line comes gleaming on.  
Ere yet the life-blood, warm and wet,  
Has dimmed the glistening bayonet,  
Each soldier's eye shall brightly turn  
To where thy sky-born glories burn,  
And, as his springing steps advance,  
Catch war and vengeance from the glance.

And when the cannon-mouthings loud  
Heave in wild wreaths the battle shroud,  
And gory sabres rise and fall  
Like shoots of flame on midnight's pall,  
Then shall thy meteor glances glow,  
And cowering foes shall shrink beneath  
Each gallant arm that strikes below  
That lovely messenger of death.

Flag of the seas! on ocean wave  
Thy stars shall glitter o'er the brave;  
When death, careering on the gale,  
Sweeps darkly round the bellied sail,  
And frightened waves rush wildly back,  
Before the broadside's reeling rack,  
Each dying wanderer of the sea  
Shall look at once to heaven and thee.  
And smile to see thy splendors fly  
In triumph o'er his closing eye.

Flag of the free heart's hope and home,  
By angel hands to valor given!  
Thy stars have lit the welkin dome  
And all thy hues were born in heaven.  
Forever float that standard sheet!  
Where breathes the foe but falls before us,  
With Freedom's soil beneath our feet,  
And Freedom's banner streaming o'er us!

## BARBARA FRIETCHIE

**T**HE authenticity of the incident on which John Greenleaf Whittier based his spirited verses has been much discussed since his death in 1892. A great deal of space has been given to this controversy in the newspapers from time to time.

Mrs. E. D. E. N. Southworth, the novelist, suggested the poem to Whittier, and in a letter to him related, on the authority of a neighbor of hers, Mr. Cornelius S. Rainsburg, that at the time of Stonewall Jackson's raid through Maryland in September, 1862, Barbara Frietchie hung out from her window the Stars and Stripes, and how it was shot down. She wrote:

"Barbara Frietchie was then a very old woman, perhaps ninety years of age. The town was half Rebel and half Union in sentiment. Barbara was a stanch Unionist, and although most of her relatives were Southern sympathizers, it has been said, and although most of the Unionists hid their flags when they heard of Stonewall Jackson's approach, the brave old lady nailed a small American flag to a staff and placed it at her window.

"Jackson came riding in at the head of his men, and seeing the flag, ordered them to shoot it down. They did so and the flag fell. It was then that Barbara caught the flag up and leaning far out of her window waved it high above Jackson's head, crying out to him: 'Shoot me if you dare, but spare the flag!'

"Jackson halted, looked up at the brave old lady, and, to the everlasting glory of the man and soldier, ordered his men to march on."

The assertion that Barbara Frietchie waved her flag in the face of the Confederates is conclusively disproved by Mrs. John M. Abbott, of Frederick City, Maryland. She has given a full account of the episode which caused Whittier to

write his famous poem, in a letter written to Reverend S. S. Gilson, who was in Frederick City on the day of the flag incident, which appeared in the *Boston Globe* of January 11, 1903, copied from the *Pittsburg Despatch*. Mrs. Abbott says :

"Aunt Frietchie's maiden name was Hauer. She was born in Lancaster, Penn., December 3, 1766, but came to Frederick with her parents when very young. My mother was her niece, her sister's daughter. Having no children of her own, Aunt Frietchie raised my mother, who remained with her until her marriage.

"She was very loyal throughout the war, and was always doing many things to prove it, but she never waved a flag in the face of the rebels.

"On September 12, 1862, when the advance of the union army under command of Gen. Burnside entered Frederick, after the skirmish with the retreating rebels, when peace and order were once more restored, Aunt Frietchie went to the window.

"Her great age and venerable appearance attracted the notice of the soldiers, so that they left the ranks and came to speak to her, ask her name, age, and other questions. Having gone over to speak and shake hands with them, I proposed that she should get her flag, which she did.

"Officers and privates alike crowded around her window, begging to shake hands with her. The next morning as soon as she appeared at the door or window, the same scenes were repeated. It was then that General Reno, killed at the battle of South Mountain three days later, asked to enter the house.

"As to the origin of the famous poem, it is not founded on historic fact as to Aunt Frietchie. On the block above us, a younger woman, whose name has never been learned, shook an American flag in the face of a retreating rebel, who tried to capture it from her.

"In some way the two incidents were confounded, and Mrs. Southworth, hearing the story and feeling herself incompetent to give it deserved poetic setting, wrote the story to Mr. Whittier; who composed the poem from what he believed to be facts, and he would never admit that he believed otherwise. It was only three months later, on December 18, 1862, that Aunt Frietchie's life ended, at the age of 96 years and 15 days.



"The little flag which Aunt Fritchie waved was kept concealed in a Bible as the last place the Rebels would be likely to find it, and I still own the flag. I have it framed and it adorns my parlor wall.

"I have the Bible in which Aunt Fritchie had her flag concealed, although periodically someone offers a Bible for sale as the Bible which belonged to my aunt. Everybody but ourselves seems to be making money from Aunt Fritchie's fame and property."

During General Jesse L. Reno's call upon Mrs. Fritchie, he expressed a great desire to buy her flag, which she could not grant, but gave him a cotton flag which she had at hand. After his death, this flag was wrapped about his body and brought to Boston, and it has been in the possession of his family ever since.

Whittier himself says ("Complete Poems," Houghton, Mifflin & Co.):

"This poem was written in strict conformity to the account of the incident as I had it from respectable and trustworthy sources. It has since been the subject of a good deal of conflicting testimony, and the story was probably incorrect in some of its details. It is admitted by all that Barbara Fritchie was no myth, but a worthy and highly esteemed gentlewoman, intensely loyal and a hater of the slavery rebellion, holding her Union flag sacred and keeping it with her Bible; that when the Confederates halted before her house, and entered her dooryard, she denounced them in vigorous language, shook her cane in their faces, and drove them out; and when General Burnside's troops followed close upon Jackson's she waved her flag and cheered them. It is stated that May Quantrell, a brave and loyal lady in another part of the city, did wave her flag in sight of the Confederates. It is possible that there has been a blending of the two incidents."

The most of this poem was written in 1863. It is given entire below.

Up from the meadows rich with corn,  
Clear in the cool September morn,  
The clustered spires of Frederick stand  
Green-walled by the hills of Maryland.

Round about them orchards sweep,  
Apple and peach tree fruited deep,  
Fair as the garden of the Lord  
To the eyes of the famished rebel horde,  
On that pleasant morn of the early fall  
When Lee marched over the mountain-wall, —  
Over the mountains winding down,  
Horse and foot, into Frederick town.

Forty flags with their silver stars,  
Forty flags with their crimson bars,  
Flapped in the morning wind; the sun  
Of noon looked down, and saw not one.

Up rose old Barbara Frietchie then,  
Bowed with her four score years and ten;  
Bravest of all in Frederick town,  
She took up the flag the men hauled down;  
In her attic window the staff she set,  
To show that one heart was loyal yet.

Up the street came the rebel tread,  
Stonewall Jackson riding ahead.  
Under his slouched hat left and right  
He glanced; the old flag met his sight,  
“Halt!” — the dust-brown ranks stood fast.  
“Fire!” — out blazed the rifle-blast.  
It shivered the window, pane and sash;  
It rent the banner with seam and gash.

Quick, as it fell, from the broken staff  
Dame Barbara snatched the silken scarf;  
She leaned far out on the window-sill,  
And shook it forth with a royal will.  
“Shoot, if you must, this old gray head,  
But spare your country’s flag,” she said.

A shade of sadness, a blush of shame,  
Over the face of the leader came;  
The nobler nature within him stirred  
To life at that woman’s deed and word;  
“Who touches a hair of yon gray head  
Dies like a dog! March on!” he said.

## THE STARS AND STRIPES

All day long through Frederick street  
Sounded the tread of marching feet ;  
All day long that free flag tost  
Over the heads of the rebel host.  
Ever its torn folds rose and fell  
On the loyal winds that loved it well ;  
And through the hill-gaps sunset light  
Shone over it with a warm good night.

Barbara Frietchie's work is o'er,  
And the rebel rides on his raids no more.  
Honor to her ! and let a tear  
Fall, for her sake, on Stonewall's bier.  
Over Barbara Frietchie's grave,  
Flag of Freedom and Union, wave !  
Peace and order and beauty draw  
Round thy symbol of light and law ;  
And ever the stars above look down  
On thy stars below in Frederick town !

## THE BONNIE BLUE FLAG

**T**HE flag that is said to have inspired the famous battle song of this name was made of silk by the ladies of Jackson, Mississippi, and presented by Mrs. Homer Smythe to the Honorable W. S. Barry, president of the convention that adopted the ordinance of secession in the House of Representatives at Jackson, on the 9th of January, 1861. The presentation of the flag occurred after the announcement of the passage of the ordinance. It was waved aloft by President Barry as "the first flag of the young republic," and "the members saluted it by rising, the vast audience present uniting in shouts of applause."

A description of this beautiful flag sent by the Honorable Dunbar Rowland, Director of the Department of Archives and History, State of Mississippi, is as follows: "A flag of white ground, a magnolia tree in the centre, a blue field in the upper left-hand corner with a white star in the centre, finished with a red border and a red fringe at the extremity of the flag."

In May, 1901, Colonel J. L. Power, Mississippi's venerable Secretary of State, stated in the New Orleans *Times-Democrat* that Harry McCarthy, an Irish comedian, was in the hall when the vote on the ordinance was taken; that he wrote the song that day, and on the night following he sung it in the Spengler Theatre.

Colonel Power also stated that he put the song into type for the first time from the author's manuscript, afterward printing one thousand copies for McCarthy. Six months later the song was printed in sheet music form by A. E. Blackmar, of New Orleans, and dedicated to General Albert Pike.

The September, 1904, issue of *The Keystone*, published in Charleston, South Carolina, contains the statement of Doctor Frank Samuel Casper, now a resident of Austin, Texas, but

born and brought up in the little town of Raymond, Mississippi, that Harry McCarthy composed the original Bonnie Blue Flag song in that town and sung it at a ball which was given to the Raymond Fencibles, a militia company, before Mississippi had seceded. Doctor Casper says this was the song McCarthy sung in Jackson.

As the States seceded, verses were written to mark their entrance into the Confederacy, and the order of their secession changed, which is historically incorrect, as will be seen by the subjoined accepted copy of the song as it appeared after Tennessee had withdrawn from the Union.

We are a band of brothers, and native to the soil,  
Fighting for the property we gained by honest toil;  
And when our rights were threatened the cry rose near and far:  
"Hurrah for the Bonnie Blue Flag that bears the single star!"

*Chorus*

Hurrah! hurrah! for Southern rights hurrah!  
Hurrah for the Bonnie Blue Flag that bears the single star.

As long as the Union was faithful to her trust,  
Like friends and like brothers, kind were we and just;  
But now when Northern treachery attempts our rights to mar,  
We hoist on high the Bonnie Blue Flag that bears the single star.

*(Chorus.)*

First gallant South Carolina nobly made the stand;  
Then came Alabama, who took her by the hand;  
Next, quickly, Mississippi, Georgia and Florida—  
All raised the flag, the Bonnie Blue Flag that bears the single star.

*(Chorus.)*

Ye men of valor, gather round the banner of the right;  
Texas and fair Louisiana join us in the fight.  
Davis, our loved President, and Stephens statesmen are;  
Now rally round the Bonnie Blue Flag that bears a single star.

*(Chorus.)*

And here's to brave Virginia—the Old Dominion State—  
With the young Confed'racy at length has linked her fate.  
Impelled by her example, now other States prepare  
To hoist on high the Bonnie Blue Flag that bears the single star.

*(Chorus.)*

Then here 's to our Conféd'racy! Strong are we and brave;  
Like patriots of old, we 'll fight our heritage to save;  
And rather than submit to shame, to die we would prefer;  
So cheer for the Bonnie Blue Flag that bears the single star.

(Chorus.)

Then cheer, boys, cheer! Raise the joyous shout!  
For Arkansas and North Carolina now have both gone out;  
And let another rousing cheer for Tennessee be given!  
The single star of the Bonnie Blue Flag has grown to be eleven.

(Chorus.)

The *Confederate Veteran*, of May, 1901, says that Harry McCarthy enlisted in the Confederate army from Arkansas. After a time he was granted a discharge, and continued his career as actor at Richmond and other points. He wrote other war verse, but none so popular as this song which rang alike through camps and homes. He died in California in extreme poverty, it is said, a year or two ago.

## THE CONQUERED BANNER

**F**ATHER Abram J. Ryan, the gifted poet-priest of the Confederacy, whose genius is admired in all sections of our country, wrote this poem shortly after the surrender of Lee, and it was read at a fair in Charleston, South Carolina, where it was received with great enthusiasm. He was educated for the Catholic priesthood, and shortly after being ordained he became a chaplain in the Confederate army, serving till the close of the war. He wrote many poems which still live in the hearts of the people, the subjoined with its tribute to the flag that went down in defeat, and his appeal that it be furled forever, being one of his very best. His body lies buried in the Catholic cemetery of Mobile, Alabama, where he resided for many years.

The story of the origin of the "Conquered Banner" is told by "Aquila" in the *Colorado Catholic*, and republished by the *Confederate Veteran*, of August, 1897.

It was several years ago that "Aquila" met with a young lady from the South, who related to him the following beautiful and touching incident in the poet's life. The little story is as follows:

"One Christmas — I was then a little girl," says the young lady — "I came to Father Ryan with a book-mark, a pretty little scroll of the 'Conquered Banner,' and begged him to accept it. I can never forget how his lips quivered as he placed his hands upon my head and said (a little kindly remembrance touched him so): 'Call your little sisters, and I will tell them a story about this picture. Do you know, my children,' he said as we gathered about his knee, 'that the "Conquered Banner" is a great poem? I never thought it so,' he continued in that dreamy, far-off way so peculiarly his own; 'but a poor woman who did not have much education, but whose heart was filled with love for the South, thought so, and if it

had not been for her this poem would have been swept out of the house and burned up, and I would never have had this pretty bookmark, or this true story to tell you.'

"'O you are going to tell us how you came to write the "Conquered Banner!"' I cried, all interest and excitement.

"'Yes,' he answered, 'and I am going to tell you how a woman was the medium of its publication.' Then a shadow passed over his face, a dreamy shadow that was always there when he spoke of the lost cause, and he continued: 'I was in Knoxville, when the news came that Gen. Lee had surrendered at Appomattox Court House. It was night, and I was sitting in my room in a house where many of the regiment of which I was chaplain were quartered, when an old comrade came in and said to me: "All is lost; Gen. Lee has surrendered." I looked at him. I knew by his whitened face that the news was too true. I simply said, "Leave me," and he went out of the room. I bowed my head upon the table and wept long and bitterly. Then a thousand thoughts came rushing through my brain. I could not control them. That banner was conquered; its folds must be furled, but its story had to be told. We were very poor, my dear little children, in the days of the war. I looked around for a piece of paper to give expression to the thoughts that cried out within me. All that I could find was a piece of brown wrapping-paper that lay on the table about an old pair of shoes that a friend sent me. I seized this piece of paper and wrote the "Conquered Banner." Then I went to bed, leaving the lines there upon the table. The next morning the regiment was ordered away, and I thought no more of the lines written in such sorrow and desolation of spirit on that fateful night. What was my astonishment a few weeks later to see them appear above my name in a Louisville paper! The poor woman who kept the house in Knoxville had gone, as she afterward told me, into the room to throw the piece of paper into the fire, when she saw that there was something written upon it. She said that she sat down and cried, and, copying the lines, she sent them to a newspaper in Louisville. And that was how the "Conquered Banner" got into print. That is the story of this pretty little scroll you have painted for me.'"

Thus was the incident related to me by my Southern friend. Many and many a time in the hurry and bustle of the noisy



world, the words of the gentle poet-priest came back to me, and in writing this little sketch of how it was through a woman's thoughtfulness that the great Southern epic was given to the world, I can not refrain from repeating this little talk, which was the outgrowth of this story, and which might prove a help and a benediction in many a woman's life.

Furl that Banner, for 't is weary ;  
Round its staff 't is drooping dreary :  
Furl it, fold it, — it is best ;  
For there 's not a man to wave it,  
And there 's not a sword to save it,  
And there 's not one left to lave it  
In the blood that heroes gave it,  
And its foes now scorn and brave it :  
Furl it, hide it, — let it rest !

Take that Banner down ! 't is tattered ;  
Broken is its staff and shattered ;  
And the valiant hosts are scattered,  
Over whom it floated high.  
Oh, 't is hard for us to fold it,  
Hard to think there 's none to hold it,  
Hard that those who once unrolled it  
Now must furl it with a sigh !

Furl that Banner — furl it sadly !  
Once ten thousands hailed it gladly,  
And ten thousands wildly, madly,  
Swore it should forever wave ;  
Swore that foeman's sword should never  
Hearts like theirs entwined dis sever,  
Till that flag should float forever  
O'er their freedom or their grave !

Furl it ! for the hands that grasped it,  
And the hearts that fondly clasped it,  
Cold and dead are lying low ;  
And that Banner — it is trailing,  
While around it sounds the wailing  
Of its people in their woe.

For, though conquered, they adore it,  
 Love the cold, dead hands that bore it,  
 Weep for those who fell before it,  
 Pardon those who trailed and tore it;  
 And oh, wildly they deplore it,  
 Now to furl and fold it so!

Furl that Banner! True, 't is gory,  
 Yet 't is wreathed around with glory,  
 And 't will live in song and story  
 Though its folds are in the dust!  
 For its fame on brightest pages,  
 Penned by poets and by sages,  
 Shall go sounding down the ages —  
 Furl its folds though now we must.

Furl that Banner, softly, slowly!  
 Treat it gently — it is holy,  
 For it droops above the dead.  
 Touch it not — unfold it never;  
 Let it droop there, furled forever, —  
 For its people's hopes are fled!

## THE APRON FLAG

THE *Boston Transcript* of May 12, 1900, contains an account of a picturesque incident in Maryland during the retreat of the Confederates after the battle of Gettysburg, July 1-3, 1863. General Henry Kyd Douglas, who was an officer on General Jackson's staff, gave the following statement and poem to the *Transcript*, he having received them in 1887 with the request that he try to find the girl who wore the flag, but his search was unsuccessful. This is the story:

"When Lee was falling back after the battle of Gettysburg and the troops somewhat crestfallen, a little girl, some fourteen years of age, was seen standing in the doorway of a mill not far from Hagerstown, wearing an apron so fashioned as to truthfully represent the Confederate flag — the seven stars appearing in the bib. The sight raised their spirits, and a cheer arose that passed along for miles; those at a distance not knowing the cause but auguring some good news. Among those who passed the mill was a young cavalryman (not yet eighteen years old), belonging to Company D of the Eleventh Virginia Cavalry, named James Watkins. His captain, E. H. McDonald, rode near the door to thank the girl for her sympathy, and asked for a piece of the apron for a souvenir. She answered: 'Certainly, you can have it all,' and in her haste and enthusiasm she tore it off and handed it to the captain, who said it should be the colors of his company. 'Let me be the color-bearer,' said young Watkins, who was by his side, 'and I promise you to protect it with my life,' and fixing it to a staff he took his place at the head of the company. A day or two after this the Eleventh Cavalry was ordered to take a battery, and during the furious onslaught which followed it was taken and retaken, finally being held by the regiment. Captain McDonald, in looking over the field for his wounded, found young Watkins with a mortal wound, lying on the ground, supported by the surgeon. In

answer to the captain's inquiry, he said he was not much hurt, and putting his hand in his bosom he drew out the apron flag, wet with his life's blood, and handed it to him. The Federals were all around him when he fell, and to save the flag he had torn it off and placed it in his bosom. The surgeon said his only anxiety seemed to be about it. He was buried in a strange land, without a stone to mark his resting place. That boy walked a hundred miles to enlist with the defenders of his country, and in his service and death exhibited a heroism and fidelity that should be enshrined in marble for the benefit of future generations, as an example and as a fitting tribute to his memory. The apron was a few years ago presented by Major McDonald of Louisville, Ky., to the Kentucky Division, Army of Northern Virginia, where it is still cherished."

The following is the poem written May 7, 1887, by Mrs. Virginia Frazer Boyle on the incident:

#### THE APRON FLAG

It is just a little apron  
That a tiny maiden might wear,  
When childhood dimpled on her cheek,  
And sunlight kissed her hair.

Just a quaint old fashioned trifle,  
Blent with stripes of White and Red,  
Wrought tenderly with careful hands,  
And earnest, bended head.

But the dust of years sleeps on it,  
It is faded, rent and old,  
There are battle marks upon its belt,  
And bloodstains in its fold;

Yet a dainty maiden wore it,  
As she watched way up the hill,  
Standing in the ancient doorway  
Of the busy old stone mill.

And she saw the soldiers coming,  
Dispirited and slow,  
A sad, retreating army,  
In the country of the foe.

## THE STARS AND STRIPES

Then a shout that woke the woodland  
Stirred her heart and filled her ear,  
Down the line it flashed and echoed,  
And re-echoed, cheer on cheer.

And the strong men dashed the tear drops  
That would come, and cheered once more,  
For the maid who dared to wear it,  
And the apron that she wore !

It had thrilled the listless legion,  
And from heart to heart it swept,  
Striking deep the languid pulses,  
Where their truth and valor slept.

And they paused, these men of battle,  
Paused with grave, uncovered head,  
Just to beg a piece, a token,  
Of the apron, White and Red.

Then the blue eyes drooped their fringes  
On the modest blushing face,  
Then the proud breast swelled with ardor,  
As she tore it from its place ;

As they fixed it to the flagstaff,  
Bound it firmly for the strife,  
And the noble youth who bore it  
Pledged his valor with his life.

Far away, across the morning,  
Through the vale and down the hill,  
And the flashing wheel had vanished,  
With the Blossom of the mill.

On and on ! where raged the battle !  
On ! where hearts must needs be true —  
Where the scythe of Death was heaping  
High the mounds of Gray and Blue !

On and on ! with steady marching —  
On and on ! they could not lag !  
For in front the gallant Watkins  
Bravely bore the apron flag.

And above the black smoke, trailing,  
Like a star it beckoned on —  
Then the little apron fluttered,  
Then the beacon light was gone.

They lifted him so softly —  
Smoothed the clustered curls apart —  
Found the tiny battle apron  
Closely pillowed on his heart ;

And they bent to catch the whisper,  
Through the storm of din and strife —  
“Take my pledge, ’t is not dishonored ;  
I have kept it with my life !”

It is just a little apron,  
And its simple tale is told —  
There are battle marks upon its belt,  
And bloodstains in its fold !



## SUPPLEMENT

**T**HE story of the making of the ensign for the Continental ship-of-war *Ranger* and its presentation to John Paul Jones at Portsmouth, New Hampshire, was first given in print by Augustus C. Buell in his "History of Paul Jones, Founder of the American Navy," published in 1900. The making of this flag, which, it is said, received the first foreign salute ever given to the Stars and Stripes, and other signal honors while it was worn by the ships of Captain and Commodore Jones, were honors that might be coveted by any community, and the people of Portsmouth, with its many historic associations, highly appreciated this added distinction.

In December, 1904, the "Helen Seavey Quilting Party" was organized in Portsmouth, and sometime after, Pay Director Joseph Foster, United States Navy, retired, of Portsmouth, and others began investigations relative to statements made by Buell; and failing to confirm them, his story, which Admiral Foster wrote me, "accepted at first with delight by the people of Portsmouth on the authority of Buell, now (March 14, 1907) seems to be a fable and not a fact," and this was the common opinion until recently; but doubts as to the making of the Stars and Stripes for the frigate *Ranger*, its presentation to Jones, and its raising over his ship, seem to be dispelled by the accounts of Mrs. Addie S. Tobey, of Kittery Point, Maine, and Mr. John Marr, of Cleveland, Ohio, which are appended.

The statements of Buell in some particulars have been disproved, and investigations have failed in finding confirmation for others. In a letter of October 4, 1901, to Mr. George Canby of Philadelphia, a grandson of Betsy Ross, Buell gives his authority for the story of the making of the flag as follows :



"The detailed story was told to me by Miss Sherburne orally as a family tradition. My impression is that Miss Sherburne was a granddaughter of Dorothy Hall, Elijah's daughter."

Elijah Hall, of the *Ranger*, had no daughter Dorothy, or niece so-named, as Buell's book says.

No trace has been found of Miss Sherburne, who, Buell said, was an elderly lady, and as well as he could remember, a resident of Dover, New Hampshire, when he made notes from Elijah Hall's manuscripts in her possession in 1886. Neither has there been discovered a record of any kind relating to the five young ladies Buell names as having been associated with the making of the ensign. Mistakes may have been made in the names of some of them, which would be no surprise, for it should be borne in mind that they were associated with an event that occurred one hundred and nine years prior to the time of its relation by Miss Sherburne to Buell.

The *Ranger* flag has been much discussed in the *Portsmouth Times and Chronicle* and the *Boston Evening Transcript*, and the appended from Mrs. Addie S. Tobey was furnished in letters to newspapers and the author in September and October, 1907, upon the request of Rear-Admiral Joseph Foster:

"My maternal grandmother, Mrs. Mary Ann (Peirce) Starkey, was born in Portsmouth, New Hampshire, on April 9, 1813, and it was the birthplace of her mother, and her grandmother certainly lived there many years. My grandmother was educated in a private school with all the accomplishments that well-bred young women of her day were supposed to have, which consisted chiefly of fine needle-work. Being an adept at that art, she naturally took much interest in all things pertaining to it. She was well versed in the history of Portsmouth and vicinity, and when I was a child she told me many interesting stories relating to that locality. Chief among them was that of the Helen Seavey Quilting Party. She told me the story as it was told to her by her aunt, Mrs. Elizabeth (Nutter) Saunders, who lived in Portsmouth at the time the flag was made. She knew the young ladies who made the flag and the details concerning it. After the death of her mother, my grandmother, who was then twelve years of age, went to live with her aunt.

"I believe there were more at that Quilting Party than we to-day have any knowledge of, but my grandmother did not know the names of all of them. It was a merry party, greatly enjoyed by all present, with many witticisms about the handsome young Paul Jones.

"My grandmother could tell how many breadths were required to make the flag, and I well remember one little incident. Dresses in those days were more ample than at present, and the skirt of the blue one was so full that after the required breadths were taken from it (five in number) to make the blue field, the young woman had enough left, so that by letting out the gatherings at the waist, she was able to make another skirt. Although not quite so wide as Dame Fashion at that time required, yet she wore it, proud in the knowledge that she had sacrificed its beauty to make her country's flag. Another incident concerned the beautiful white silk wedding dress from which the stars were cut that were quilted on the blue field. When a friend asked the fair young bride how she could sacrifice her wedding dress, she laughingly replied to the effect that she was married now and loved her husband better than she did the dress, and sincerely hoped she would never need a wedding dress again. It was through the influence of her husband that the flag was made for Paul Jones. He was a friend of Paul Jones and a young officer in the service. I do not know whether he was in the army or navy, but he went away to fight for his country.

"This is the story in my grandmother's own words: 'An order came to have a flag made and not enough silk to make it could be found among the merchants of Portsmouth, so the women met to see what could be done, and finally agreed to cut up their silk dresses to make it.'

"My grandmother told me how nicely the seams were quilted down and how the stars were put on. After being cut, the edges were neatly turned in under, then sewed on the blue field by what was known as a fine running stitch. Then they were quilted down by beginning at the centre of the star and running to each point.

"My grandmother first told me the story in 1879, more than twenty years before Buell's book was published, and as she died January 18, 1897, of course she never saw a copy of it.

"I have never seen Buell's book, and I did not know that the Quilting Party had become a matter of history till a few weeks

ago, when a man in Portsmouth sent me a newspaper article to that effect.

"My mother, who is living, well remembers hearing grandmother tell the story more than fifty years ago. Grandmother came of a family of the same name as one of the young ladies who attended the Quilting Party, and I have reasons for believing that they were related."

The fact that five breadths of the blue silk dress were required for the canton would indicate a sizable flag.

Mr. John Marr, a distant relative of Mrs. Addie S. Tobey, was asked by her to contribute his recollection relating to the flag of the *Ranger*.

Mr. Marr was born in South Berwick, Maine, on January 23, 1823, the son of Oliver Marr. He is now a resident of Cleveland, Ohio. His grandfather, Thomas Marr, was born in South Berwick, Maine, in 1763, in a house built by his father, Surples Marr, in 1757, which is still standing, and has been continuously owned and occupied by descendants of Surples Marr down to the present time.

Mr. Marr wrote me: "My grandfather often entertained his family and neighbors with traditions and legends of olden times, Indian massacres, shipwrecks, and startling forerunners, which were given to the living of the coming death of relatives and friends."

The following was contributed by Mr. Marr:

"I am asked by my fair correspondent if I have, in my memory, any tradition relating to Paul Jones and his famous ship, the *Ranger*, and particularly of Helen Seavey.

"I have a dim recollection of hearing in my boyhood days the name of Helen Seavey mentioned in connection with some important event, but I am not sure. Traditions, however, of Paul Jones, the battles he fought, the origin of the old, or rather the new, flag of the *Ranger*, are prominent in my memory.

"The crew of the *Ranger* were mostly from Berwick and Kittery, and the survivors of the various battles told their stories at neighborly gatherings, in taverns and village groceries and upon meeting-house steps, long before the history of our country was written.

"It was seventy-eight years ago, while sitting upon my grandfather's knee, he told me stories of Paul Jones and the *Ranger* and incidents in his boyhood life connected therewith:

" 'I have often seen Paul Jones,' said my grandfather, 'and I have been on board the *Ranger*. When I was fourteen years old,' continued my grandfather, 'I went from my grandfather's old place at Spruce Creek to Portsmouth to see the *Ranger* sail out of port.

" 'It was the day Madam Seaver presented the flag of the *Ranger* to Captain Jones. It was made from the old silk dresses of her daughter, and was white and blue.'

"My grandfather said: 'There was a "marster" big crowd on the wharf when the flag was presented, for the *Ranger* was to sail at high water the next morning; and when young Wallingford bent the flag to the halyards and shook out the folds to the breeze, a mighty shout went up, I tell you: but all at once it stopped, for the halyards had fouled and the colors stood at half mast, until a sailor went aloft and freed them.

" 'I thought as poor young Wallingford,' continued my grandfather, 'stood looking up at the colors, it was the forerunner of his death, and sure enough it was, for he was the first man of the two, killed on the *Ranger*, in her fight with the *Drake*.'

"So far as my memory holds good, it was Seaver who made and presented the flag. It may have been Seavey, and Helen, Ellyn, or Ellen (the names were synonymous in olden times) Seavey may have been the identical Madam Seaver, or her daughter-in-law.

"The fact that the genealogy of Helen Seavey cannot be traced, considering the changes wrought by time, in the names of persons and places, is not evidence that she did not exist, or, as is claimed, is a myth."

It will be noticed that this account makes the date of the presentation of the flag and its display over the *Ranger* as the 31st of October, 1777, and not July 4, 1777, as Buell says.

When Abram English Brown wrote the story of the Bedford flag, which was published by the Bedford Historical Society, April 19, 1894, his statement that this flag had been the standard of the Three County Troop was founded on a suggestion made by Mr. William S. Appleton of the Massachusetts Historical Society, before that organization on January 14, 1886. Mr. Appleton "thought he recognized in the photograph of the Bedford flag, the flag described in the record from the British Museum," which is given in an account of the Three County Troop standard, printed on pages 138 and 139 of the "New England Historical and Genealogical Register" of 1871.

Mr. Appleton, thinking that the Bedford flag was the Three County Troop standard, applied what was known of the origin of the standard to the Bedford flag, and Mr. Brown quotes this application in his history of the Bedford flag; but some time ago he became convinced of the error.

Major Lemuel A. Abbott, U. S. A., in his "Descendants of George Abbott," published in 1906, discusses these flags, and shows conclusively that the Bedford flag could not have been the standard of the Three County Troop.

Some time ago I sent inquiries about these flags to Mr. Abram English Brown and Mr. Charles W. Jenks of Bedford, and following are extracts from letters written by Mr. Jenks in January, 1908:

"I place the beginning of my doubt that the Bedford flag and the Three County Troop flag were the same, about July, 1906, and my conviction that they were not the same, about the last of October, 1907.

"George R. Blinn, Esq., one of our library trustees, made a personal examination, in the summer of 1907, of the record in the British Museum, referred to, which proved that while there is some resemblance between the two flags, the Bedford flag is not the Three County Troop flag there described.

"Of course, in the light of what we know now, all extracts from Mr. Brown connecting it with the Bedford flag are incorrect.

"Of the origin and former use of the Bedford flag, we as yet are positive of nothing."

Beginning with the 19th of April, 1775, the story of the Bedford flag, as quoted in this book from Mr. Brown's history, seems to be authenticated, as it was handed down by descendants of Nathaniel Page, Jr., who, it is asserted, carried the flag that day to Concord, and related the incident to his daughter, Mrs. Ruhamah-Page-Lane, who was thirty-one years old when her father died, and his grandson, Captain Cyrus Page, who was eighteen years old when his grandfather died in 1819. It was this grandson who presented the flag to the town of Bedford, October 19, 1885.

These persons both asserted, to persons now living, that they received the statement from the flag-bearer himself, and they both told practically the same story.

Commander Robert E. Peary returned to New York in 1906, from his first expedition to the icy North in the steamer Roosevelt. [See pages 179 and 180].

The bulk of the funds necessary for the repairs of the Roosevelt, equipment, and operating expenses for another trip to the Arctic regions, was furnished by the members and friends of the Peary Arctic Club. Among other contributions were a generous check from Mrs. Jesup, widow of Morris K. Jesup, and a check for \$10,000 from Mr. Zenas Crane, paper manufacturer, of Massachusetts.

On July 6, 1908, the Roosevelt, Robert A. Bartlett, master, left New York City for Sydney, Nova Scotia, and on the 17th, Peary for the eighth time (the first in 1886) headed north from Sydney for his Arctic quest, the personnel of the expedition comprising twenty-two men.

On September 5th, the Roosevelt, with 69 human beings, including Eskimo men, women, and children, and 246 wild dogs, arrived at Cape Sheridan, which was again to be Peary's winter quarters.

The first of the seven divisions, formed of the men and dog teams that were to march north over the ice of the Polar sea,

left Cape Columbia on February 15, 1909, and five of these divisions were turned back, one by one, the last near the 88th parallel, leaving Peary and Henson with four Eskimos, five sledges and forty dogs, to make the final dash to the Pole. They started on April 2d and on the 6th reached the apex of the earth, Peary's goal for 20 years, and the quest of daring explorers for more than 300 years.

Five flags were hoisted on ice lances: a silken Stars and Stripes, presented to Peary by his wife some years before, the "peace flag," presented to Peary by the Daughters of the American Revolution, the Red Cross flag, the flag of the Delta Kappa Alumni Association, and the ensign of the Navy League.

The silken Stars and Stripes Peary had carried for many years wrapped about his body on his later Arctic journeys, five fragments of which marked all of his previous "farthest north" points, and a broad diagonal section of it was left to mark the apex of the earth.

The expedition left the North Pole on April 7th, joined their companions at Cape Sheridan; sailed from there in the Roosevelt on July 18th, and arrived at Indian Harbor on the Labrador Coast on September 5th. From there on the following day Peary sent the dispatch, "Stars and Stripes nailed to the North Pole."

On September 21st the Roosevelt arrived at Sydney, Cape Breton, and Peary says the people gave them "a royal welcome as the Roosevelt came back with that flag flying at the masthead, beside the Stars and Stripes and the ensign of our Canadian hosts and cousins, which never before had entered any port in history — the North Pole flag."

On March 4, 1911, Congress passed an act placing Civil Engineer Robert E. Peary, United States Navy, on the retired list of the Corps of Civil Engineers, with the rank of rear-admiral, to date from April 6, 1909. The thanks of Congress were tendered to Robert E. Peary for his Arctic explorations resulting in reaching the North Pole.

On July 20, 1912, the American and British flags were

raised at the Arctic Ocean end of the boundary between Alaska and Canada.

Thomas Riggs, Jr., chief engineer of the American party, raised the Stars and Stripes, and underneath displayed the pennant of his college, the Princeton, and J. D. Craig, who had charge of the Canadian party, hoisted the British Union Jack, and below it displayed his college pennant, that of the Queens of Canada.

Chief Engineer Riggs sent me information relative to the Alaskan-Canadian boundary, of which the subjoined is a part.

The total boundary is 1507 miles long, beginning at Cape Muzon and extending along the coast 862 miles to very close to Mount St. Elias, where it intersects with the 141st meridian, and thence in a straight line of 645 miles to the Arctic Ocean.

This stretch is the longest surveyed straight boundary line in the world, and is probably the most scientifically laid down of all boundaries. Work on this meridian was started in 1907 and completed in 1913.

The average number of men employed each season was 75 for both American and Canadian parties. The cost of this line to both Governments is approximately a million dollars, while the cost of the whole boundary is approximately \$1,500,000.

Archdeacon Hudson Stuck, the Episcopal missionary, and his companions, H. P. Karstens, R. G. Tatum, and Walter Harper, left Fairbanks, Alaska, March 14, 1913, to climb Mount McKinley, and reached the summit of the highest peak June 7. An improvised Stars and Stripes was made by R. G. Tatum by taking his white handkerchief, a red cord from a provision box and a blue handkerchief belonging to another member of the party. This flag was planted on the highest point together with a cross whittled from a dog-sled runner by Archdeacon Stuck.

Since Victoriano Huerta was proclaimed President of Mexico, February 18, 1913, many American citizens have been murdered, and, it is estimated that, \$150,000,000 worth of



property belonging to Americans has been destroyed in the republic. Millions of dollars have been paid in ransoms by Americans. Insulting and desecrating the Stars and Stripes have been frequent occurrences during the Huerta regime.

On April 9, 1914, at Tampico, Mexico, Assistant Paymaster Charles C. Copp of the United States gunboat Dolphin, and seven unarmed men composing the crew of the whaleboat of the Dolphin, flying the Stars and Stripes, while loading supplies which had been purchased on shore, were arrested by an officer and squad of men of the Mexican military forces. The paymaster and his men were detained for an hour and a half and then released. The release was followed by an apology from the Mexican commander, and later by an expression of regret by President Huerta himself.

Rear Admiral Henry T. Mayo, not being satisfied with the apologies offered, demanded that the flag of the United States be saluted with special ceremony by the military commander of the port. Rear Admiral Mayo informed the Mexican general that the salute would be returned by his ship.

President Huerta flatly refused to order a salute of apology to the United States flag. A large fleet of United States warships having been ordered to Mexican waters, President Huerta, after negotiations with President Wilson, finally agreed to render the salute, if the United States would return it, gun for gun. The unprecedented proposal for a "simultaneous salute," was rejected by President Wilson.

To prevent the landing at Vera Cruz of arms and ammunition for President Huerta, from the steamer Ypiranga of the Hamburg-American line, President Wilson at 4.30 A. M., April 21, ordered the seizure of the custom house of that port.

At 11.30 o'clock that morning, Rear Admiral Frank F. Fletcher landed marines and sailors from his ships, seized the custom house, the postal and telegraph building and the cable office, and raised the Stars and Stripes over them.

April 27 with impressive ceremony, including the firing of the national salute and dress parade, the American flag was

raised over the division headquarters of Rear Admiral Fletcher. Three days after Rear Admiral Fletcher surrendered control of the city to Brigadier General Frederick Funston of the United States Army.

The Mexican flag continued to fly over the San Juan de Ulloa, the bastille of Mexico, up to the 27th, when it was lowered, and the Stars and Stripes, for the second time, floated above the fortress prison, the first raising following the surrender of Vera Cruz to General Winfield Scott, March 29, 1847.

At Monterey the day that Vera Cruz was captured, an officer of President Huerta's army, aided by a street mob, pulled down American flags, burning some of them, and tore others up and left them piled in the middle of the streets. Like desecrations of the Stars and Stripes were perpetrated in Mexico City and other places under domination of President Huerta.

April 25 President Wilson agreed to accept the good offices of the three foremost Latin American nations, — Argentina, Brazil, and Chile — as friends both of Mexico and the United States, to act as an interposer, to see if some agreement looking to mediation or arbitration of their differences could not be made. President Wilson stipulated that the plan must include the elimination of Huerta, ample apology to the United States, and the restoration of Constitutional Government of Mexico. April 27 General Huerta also agreed to the proposal of the Latin American Republics.

The envoys who were to use their efforts to avert war between Mexico and the United States were Ambassador Dominico de Gama, of Brazil, Minister Romulo S. Naon, of Argentina, and Minister Eduardo Suarez, of Chile.

April 29, upon request of the envoys, the United States and General Huerta agreed to an armistice between their forces pending the negotiations for mediation. General Venustiano Carranza, who, with General Francisco Villa, was in revolt against General Huerta, accepted the principle of mediation, but refused to consider any cessation of hostilities.

At Niagara Falls, on May 20, the conferences were opened

between the Latin American envoys and Frederick W. Lehmann and Justice Joseph R. Lamar, the United States delegates, and Señors Augustin Rodriguez, Emilio Rabasa, and Luis Elguero, Huerta's delegates. General Carranza was not officially represented at these sessions.

June 30 the mediation conferences closed without finding a solution for the Mexican problem, which was left to representatives of the contending factions, who may possibly agree upon a new Provisional Government.

It is doubtful that a new government would insure peace to Mexico, with a record of 46 revolts in the last 113 years. Revolution has become a chronic habit with Mexicans. Perhaps a lasting remedy for this habit can result only from outside treatment, — and the Stars and Stripes still float over Vera Cruz.

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